NACOmatic

Effective: 14-January-2010
Expires: 11-February-2010

Your Ad Here
~95,000 Page views/month

Contact:
Doug Ranz
248-318-0011
NACOmatic@hotmail.com

www.NACOmatic.com Copyright 2010. All Rights Reserved.

Warranty

I make absolutely no warranty nor guarantee whatsoever about the accuracy, availability, applicability and/or correctness of any of the information in this document.

The official, original NACO documents are available for your downloading pleasure from: http://naco.faa.gov/index.asp?xml=naco/onlineproducts

Copyright

This compilation is protected by US copyright laws and international copyright treaties.

Limitations

The sale, hosting and/or distribution of this document in any and all forms, is prohibited.

Release from Liability

All users of this compilation must agree to be legally bound hereby, that Douglas R. Ranz ("Released Party") SHALL NOT BE LIABLE FOR MY DEATH OR INJURY TO MY PERSON, OR FOR ANY LOSS FOR DAMAGE TO MY PROPERTY OR REPUTATION caused in any manner whatsoever, whether attributable to the negligence of the Released Party, or for any other reason, occurring during the time that I am operating an aircraft.

I do hereby waive any right of action against the Released Party from any and all causes or claims that I may have against them from the beginning of time. I further agree not to sue on any such cause or claim. This agreement shall not release liability for gross negligence or willful misconduct of the Released Party. I agree to indemnify and hold the Released Party harmless for any losses, judgments, damages or fees he may incur, including but not limited to attorneys fees, arising out any lawsuit related to the planning, flight and/or enforcement of or legal challenge to this agreement. It is my intention that this agreement be interpreted and enforced to the maximum extent allowed by Michigan law.

NY Min Alt#2 - 4
NY Min Rdr#2 - 8
NY Min TO#2 - 10
06N - 172
0B8 - 104
0G0 - 162
0G7 - 365
1B1 - 130
20N - 158
44N - 176
46N - 332
4B0 - 377
4B6 - 392
4G6 - 127
5B2 - 357
5G0 - 161
6B9 - 376
7G0 - 50
87N - 379
9G0 - 51
9G3 - 25
9G6 - 37
ALB - 27
ART - 394
B16 - 398
BGM - 42
BUF - 52
CZG - 89
D38 - 62
DKK - 70
DSV - 67
ELM - 81
ELZ - 401
FOK - 405
FRG - 91
FZY - 118
GFL - 121
GTB - 105
GVQ - 39
HPN - 413
HTO - 75
HWV - 366
IAG - 293
ISP - 133
ITH - 143
JFK - 194
JHW - 147
LGA - 247
LKP - 159
MAL - 163
MGJ - 181
MSS - 165
MSV - 189
MTP - 179
N03 - 64
N23 - 373
N66 - 307
N69 - 380
N82 - 431
N89 - 79
NY0 - 154
OGS - 302
OIC - 299
OLE - 304
PBG - 314
PEO - 311
POU - 322
PTD - 320
RME - 346
ROC - 333
SCH - 360
SDC - 429
SLK - 353
SWF - 279
SYR - 381
VGC - 126

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ANDOVER, NJ
AEROFLEX-ANDOVER ..... **RNAV (GPS) Rwy 3**
VOR-A
NA when local weather not available.
Category A, 1000-2.

ATLANTIC CITY, NJ
ATLANTIC CITY INTL ..... **ILS or LOC Rwy 13[1]**
ILS or LOC/DME Rwy 31[1]
RADAR-1[2]
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 22[2]
RNAV (GPS) Rwy 31[2]
VOR/DME Rwy 22[2]
VOR Rwy 4[2]
VOR Rwy 13[2]
VOR Rwy 31[2]
[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

BINGHAMTON, NY
GREATER BINGHAMTON/
EDWIN A. LINK FIELD..... **ILS Rwy 16**
ILS Rwy 34
NA when control tower closed.

CALDWELL, NJ
ESSEX COUNTY ..... **LOC Rwy 22[1]**
RNAV (GPS) Rwy 22[2]
Category B, 900-2; Category C, 900-2½; Category D, 1000-3.
[1]NA when control tower closed.
[2]NA when local weather not available.

CORTLAND, NY
CORTLAND COUNTY-
CHASE FIELD ..... **VOR or GPS-A**
Categories A,B, 1100-2,Categories C,D, 1100-3.

NAME — ALTERNATE MINIMUMS

DANSVILLE, NY
DANSVILLE MUNI ..... **RNAV (GPS)-A**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 18
NA when local weather not available.
Category A, 1300-2; Category B, 1500-2; Category C, 1500-3.

DUNKIRK, NY
CHAUTAUQUA COUNTY/
DUNKIRK ..... **VOR Rwy 6**
VOR Rwy 24
Category D, 900-2¾.

ELMIRA, NY
ELMIRA/CORNING RGNL ..... **ILS Rwy 6**
ILS or LOC Rwy 24
NA when control tower closed.
Categories A,B, 1200-2; Categories C,D, 1200-3.

FARMINGDALE, NY
REPUBLIC ..... **ILS Rwy 14**
NA when control tower closed.

FULTON, NY
OSWEGO COUNTY ..... **RNAV (GPS) Rwy 24**
VOR Rwy 33
NA when local weather not available.

ISLIP, NY
LONG ISLAND
MAC ARTHUR ..... **ILS or LOC Rwy 6[1]**
ILS or LOC Rwy 24[1]
NDB Rwy 6[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
NA when local weather not available.
[1]NA when control tower closed.

NAME ALTERNATE MINIMUMS

ITHACA, NY

ITHACA
TOMPKINS RGNL ..... **ILS or LOCRwy 32**[12]
VOR or GPS Rwy 14[34]
VOR or GPS Rwy 32[35]

[1]Categories A,B, 1000-2; Categories C,D, 1000-3.
[2]NA when control tower closed.
[3]NA when control tower closed, except for operators with approved weather reporting service.
[4]Category D, 800-2¼.
[5]Categories A,B, 1500-2; Categories C,D, 1500-3.

JAMESTOWN, NY

CHAUTAUQUA COUNTY/
JAMESTOWN ..... **ILS OR LOC Rwy 25**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25

NA when local weather not available.

MASSENA, NY

MASSENA INTL-RICHARDS
FIELD ..... **RNAV (GPS) Y Rwy 5**
RNAV (GPS) Z Rwy 5
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 27
VOR-A

Category D, 800-2¼. NA when local weather not available.

MILLVILLE, NJ

MILLVILLE MUNI ..... **VOR-A**

NA when local weather not available.

MORRISTOWN, NJ

MORRISTOWN MUNI ..... **ILS or LOC Rwy 23**[12]
NDB Rwy 5[13]
NDB or GPS Rwy 23[14]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 700-2; Category D, 900-2¾. LOC, Category D, 900-2¾.
[3]Category D, 900-2¼.
[4]Category D, 900-3.

NEW YORK, NY

JOHN F.
KENNEDY INTL ..... **ILS or LOC Rwy 22L**[1]
ILS Rwy 22R[1]
ILS Rwy 4L[1]
ILS Rwy 4R[1]
ILS or LOC Rwy 13L[1]
ILS or LOC Rwy 31L[1]
ILS or LOC Rwy 31R[1]
VOR or GPS Rwy 13L/R,1000-3

[1]ILS, 700-2.

NAME ALTERNATE MINIMUMS

NEW YORK, NY (CON'T)

LA GUARDIA ..... **ILS or LOC Rwy 4**[1]
ILS or LOC Rwy 13[3]
ILS or LOC Rwy 22[2]
LDA-A[4]
LOC Rwy 31[4]
RNAV (GPS)-B[4]
RNAV (GPS) Y Rwy 4[4]
RNAV (GPS) Rwy 13[5]
RNAV (GPS) Y Rwy 22[4]
RNAV (GPS) Rwy 31[4]
VOR/DME-G[4]
VOR/DME-H[4]
VOR-F[6]
VOR Rwy 4[4]

[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.
[3]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½.
LOC, Category C, 800-2¼; Category D, 800-2½.
[4]Category D, 800-2¼.
[5]Categories A,B,C,D, 800-2¼.
[6]Categories A,B,1000-2;Categories C,D, 1000-3.

NEWARK, NJ

NEWARK LIBERTY INTL ..... **ILS Rwy 4L**[1]
ILS Rwy 4R[1]
ILS or LOC Rwy 11[1]
ILS Rwy 22L[1]
ILS or LOC Rwy 22R[1]
RNAV (GPS) Rwy 4L[2]
RNAV (GPS) Y Rwy 4R[2]
RNAV (GPS) Z Rwy 22L[2]
RNAV (GPS) Rwy 22R[2]
VOR/DME Rwy 22L[3]
VOR/DME Rwy 22R[3]
VOR Rwy 11[4]

[1]ILS, Categories A,B,C, 700-2; Category D, 900-3. LOC, Category D, 900-3.
[2]Category D, 900-3.
[3]Categories A,B, 900-2; Category C, 900-3; Category D, 1000-3.
[4]Categories A,B, 1000-2;Categories C,D, 1000-3.

NEWBURGH, NY

STEWART INTL ..... **ILS or LOC Rwy 9**[1]
ILS Rwy 27[1]
VOR Rwy 27[2]

[1]ILS, Categories C,D, 700-2.
[2]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

PENN YAN, NY

PENN YAN ..... **RNAV (GPS) Rwy 1**
Categories A, B, 900-2; Category C, 900-2¼; Category D, 900-2½.
NA when local weather not available.

POUGHKEEPSIE, NY

DUTCHESS COUNTY ..... **RNAV (GPS) Rwy 6**[1]
RNAV (GPS) Rwy 24[2]
VOR-A[1]
VOR/DME Rwy 6[1]
VOR/DME Rwy 24[2]
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

ROCHESTER, NY

GREATER ROCHESTER INTL ..... **ILS or LOC Rwy 4**[1]
ILS or LOC Rwy 22[1]
ILS or LOC Rwy 28[2]
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 28[4]
VOR Rwy 4[3]
VOR/DME Rwy 4[3]
[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

ROME, NY

GRIFFISS INTL ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
NA when local weather not available.
Category D, 800-2½.

SARANAC LAKE, NY

ADIRONDACK RGNL ..... **VOR/DME Rwy 5**[1]
VOR or GPS Rwy 9[2]
[1]Category A, 1100-2; Category B, 1200-2; Categories C,D, 1200-3.
[2]Categories A,B, 1400-2; Categories C,D, 1400-3.

SCHENECTADY, NY

SCHENECTADY COUNTY ..... **ILS Rwy 4**[1]
NDB Rwy 22
NA when control tower closed.
[1]Category D, 700-2.

SHIRLEY, NY

BROOKHAVEN ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 15
RNAV (GPS) Y Rwy 24
RNAV (GPS) Z Rwy 24
RNAV (GPS) Rwy 33
VOR Rwy 6
NA when local weather not available.

SUSSEX, NJ

SUSSEX ..... **RNAV (GPS) Rwy 3**[1]
VOR-A[2]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½.
[2]Categories A, B, 1400-2; Category C, 1400-3.

SYRACUSE, NY

SYRACUSE HANCOCK INTL ..... **ILS or LOC Rwy 10**[1]
VOR or TACAN Rwy 33[2]
[1]ILS, Category E, 800-2¾. LOC, Category E, 800-2¾.
[2]Category E, 800-2¾.

TETERBORO, NJ

TETERBORO ..... **ILS Rwy 6**[1]
ILS RWY 19[1]
RNAV (GPS) Y Rwy 6[3]
RNAV (RNP) Z Rwy 6, 800-2¼
VOR/DME-A[2]
VOR/DME-B[2]
VOR/DME Rwy 6[3]
VOR Rwy 24[4]
[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 900-2¾. LOC, Category C, 800-2¼; Category D, 900-2¾.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.
[3]Category C, 800-2¼; Category D, 900-2¾.
[4]Categories B,C,D, 1000-3.

TRENTON, NJ

TRENTON MERCER ..... **ILS Rwy 6**
NDB or GPS Rwy 6
VOR or GPS-A
VOR or GPS Rwy 24
NA when control tower closed.

WATERTOWN, NY

WATERTOWN INTL ..... **ILS or LOC Rwy 7**[1]
RNAV (GPS) Rwy 7[23]
[1]LOC, NA.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

NAME ALTERNATE MINIMUMS

WELLSVILLE, NY

WELLSVILLE MUNI ARPT,
TARANTINE FIELD ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR-A[1]

NA when local weather not available.
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI **ILS or LOC Rwy 24**[1]
RNAV (GPS) Rwy 24

NA when local weather not available.
[1]NA when control tower closed.

WHITE PLAINS, NY

WESTCHESTER COUNTY **ILS or LOC Rwy 16**[1]
ILS or LOC Rwy 34[1]
NDB Rwy 16[12]
RNAV (GPS) Rwy 34[3]
VOR/DME-A[1]

[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

WILDWOOD, NJ

CAPE MAY COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 19
VOR-A

NA when local weather not available.

ATLANTIC CITY, NJ

Amdt. 15, SEP 25, 2008 (FAA) ELEV **75**

ATLANTIC CITY INTL

RADAR- 124.6 327.125

RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
S-13		AB	**480**/24	405	(500-½)	C	**480**/40	405	(500-¾)
		DE	**480**/50	405	(500-1)				
S-4		AB	**480**-1	412	(500-1)	CD	**480**-1¼	412	(500-1¼)
		E	**480**-1½	412	(500-1½)				
S-31		AB	**480**-1	417	(500-1)	CD	**480**-1¼	417	(500-1¼)
		E	**480**-1½	417	(500-1½)				
S-22		AB	**600**-1	532	(600-1)	C	**600**-1½	532	(600-1½)
		D	**600**-1¾	532	(600-1¾)	E	**600**-2	532	(600-2)
CIRCLING		AB	**560**-1	485	(500-1)	C	**560**-1½	485	(500-1½)
		D	**640**-2	565	(600-2)	E	**760**-2½	685	(700-2½)

For inoperative MALSR, increase ASR S-13 CAT D visibility to RVR 6000 and Cat E to 1½.
Alternate Minimums: Cat E 800 - 2½.

MCGUIRE AFB (KWRI), NJ (Orig, 09155 USAF)

ELEV **131**

RADAR(E) - 120.0 269.025

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	24[2][3]	2.8°/45/905	ABCDE	**378**/40	262	(300-¾)
	6[1][3]	2.7°/53/1270	ABCDE	**331**/24	200	(200-½)

PAR No-NOTAM MP: 0530-1100Z++ dly. PAR apch avbl dly from 1100-0300Z++ contingent upon PAR ctl avbl and/or deployed status of mobile PAR.
[1]When ALS inop, increase CAT RVR to 40 and vis to ¾ mile.
[2]When ALS inop, increase RVR to 50 and vis to 1 mile.
[3]Rwy 6 and 24, VGSI and PAR glidepaths not coincident.

WHEELER-SACK AAF (KGTB), NY(Fort Drum) (1-Amdt 1, 2-Orig 09239 USA)

RADAR[1] - 128.25 299.85 ELEV 690

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
RADAR-1						
PAR	3[23]	3.0°/54/1038	ABCDE	**885**-½	200	(200-½)
	21[23]	3.0°/58/1106	ABCDE	**877**-½	200	(200-½)
	33[4]	3.0°/49/938	AB	**938**-¾	250	(300-¾)
			CDE	**938**-1	250	(300-1)
RADAR-2						
ASR	21[5]		AB	**1020**-½	343	(400-½)
			CDE	**1020**-¾	343	(400-¾)
	15[6]		AB	**1100**-½	413	(500-½)
			CD	**1100**-¾	413	(500-¾)
			E	**1100**-1	413	(500-1)
	33[4]		AB	**1140**-1	452	(500-1)
			C	**1140**-1¼	452	(500-1¼)
			DE	**1140**-1½	452	(500-1½)
	3[7]		AB	**1240**-½	555	(600-½)
			C	**1240**-1	555	(600-1)
			D	**1240**-1¼	555	(600-1¼)
			E	**1240**-1½	555	(600-1½)
CIR[8]	All Rwy		AB	**1240**-1	552	(600-1)
			C	**1240**-1½	552	(600-1½)
			D	**1240**-2	552	(600-2)
			E	**1520**-3	832	(900-3)

[1]Opr 1300-0500Z++. [2]When ALS inop, increase CAT ABCDE vis to ¾ mile. [3]VGSI and PAR glide path not coincident. [4]Visibility reduction by helicopters NA. [5]When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles. [6]When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles. [7]When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles. [8]Circling not authorized E of Rwy 21 and 33. Circling not authorized for CAT E to Rwy 8-26 and Rwy 15-33. Circling not authorized for CAT B, C, and D to Rwy 8.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AKRON, NY

AKRON

TAKE-OFF MINIMUMS: **Rwys 7, 25**, 300-1.

ALBANY, NY

ALBANY INTL

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1 or std. with a min. climb of 400' per NM to 700. **Rwy 28**, 300-1 or std. with a min. climb of 485' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 110° to 2000 before turning north. **Rwy 19,** climb heading 191° to 1400 before proceeding on course. **Rwy 28,** climb heading 281° to 2000 before turning south.

NOTE: **Rwy 10,** multiple trees beginning 21' from departure end of runway, 53' left of centerline, up to 99' AGL/398' MSL. Multiple trees beginning 74' from departure end of runway, 188' right of centerline, up to 93' AGL/402' MSL. **Rwy 19,** multiple trees beginning 909' from departure end of runway, 638' left of centerline, up to 80' AGL/379' MSL. Multiple trees beginning 1125' from departure end of runway, 460' right of centerline, up to 44' AGL/343' MSL. **Rwy 28,** multiple trees, building, light on pole, and electrical equipment beginning 23' from departure end of runway, 93' right of centerline, up to 87' AGL/416' MSL. Multiple trees, lights on poles, building, and sign beginning 110' from departure end of runway, 7' left of centerline, up to 91' AGL/390' MSL.

NAME	TAKE-OFF MINIMUMS

ALBION, NY

PINE HILL

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1000 before proceeding on course.

ANDOVER, NJ

AEROFLEX-ANDOVER

TAKE-OFF MINIMUMS: **Rwy 3,** 500-2 or std. with a min. climb of 310' per NM to 900. **Rwy 21,** 600-2 or std. with a min. climb of 256' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 1200 before proceeding on course. **Rwy 21,** climb runway heading to 1400 before proceeding on course.

NOTE: **Rwy 3,** trees 4800' from departure end of runway, 1050' left of centerline, 100' AGL/803' MSL. **Rwy 21,** trees 715' from departure end of runway, 164' right of centerline, 84' AGL/667' MSL.

ATLANTIC CITY, NJ

ATLANTIC CITY INTL

NOTE: **Rwy 4,** tree 2185' from departure end of runway, 491' left of centerline, 50' AGL/124' MSL. **Rwy 13,** tree 1654' from departure end of runway, 814' right of centerline, 64' AGL/110' MSL. **Rwy 22,** building 530' from departure end of runway, 555' right of centerline, 15' AGL/75' MSL.

BATAVIA, NY
GENESEE COUNTY AIRPORT
NOTE: **Rwy 28,** terrain 15' from departure end of runway, 72' left of centerline, 919' MSL. Terrain 19' from departure end of runway, 231' right of centerline, 916' MSL. Multiple trees beginning 608' from departure end of runway, 584' left of centerline, up to 100' AGL/1009' MSL. Tower 1789' from departure end of runway, 704' left of centerline, 100' AGL/1005' MSL.

BELMAR-FARMINGDALE, NJ
MONMOUTH EXECUTIVE
TAKE-OFF MINIMUMS: **Rwys 3,21,** 300-1.

BERLIN, NJ
CAMDEN COUNTY
TAKE-OFF MINIMUMS: **Rwy 5,** 600-1½ or std. with a min. climb of 270' per NM to 600.
DEPARTURE PROCEDURE: **Rwys 5, 23,** climb to 600 before turning on course.

BINGHAMTON, NY
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)
ORIG 08157 (FAA)
NOTE: **Rwy 10,** trees beginning 143' from departure end of runway, 259' left of centerline, up to 29' AGL/1579' MSL. **Rwy 16,** trees beginning 162' from departure end of runway, 325' left of centerline, up to 100' AGL/1669' MSL. **Rwy 28,** trees beginning 157' from departure end of runway, 406' left of centerline, up to 52' AGL/1602' MSL. **Rwy 34,** antenna 216' from departure end of runway, 223' right of centerline, 93' AGL/1643' MSL.

BLAIRSTOWN, NJ
BLAIRSTOWN
TAKE-OFF MINIMUMS: **Rwy 7**, 300-1. **Rwy 25**, 400-2 or std. with a min. climb of 260' per NM to 800'.
DEPARTURE PROCEDURE: Eastbound Departure: **Rwy 7**, climb runway heading to 800' then continue climb to 3000 direct STW VOR/DME before departing as cleared. **Rwy 25**, climb runway heading to 800' then continue climbing left turn to 3000 via STW R-250 to STW VOR/DME before departing as cleared.
Westbound Departure: **Rwy 7**, climb runway heading to 800' then continue climbing right turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared. **Rwy 25**, climb runway heading to 800, then continue climbing left turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared.

BROCKPORT, NY
LEDGEDALE AIRPARK (7G0)
ORIG 09015 (FAA)
NOTE: **Rwy 10,** trees beginning 882' from departure end of runway, 568' left of centerline up to 100' AGL/764' MSL. **Rwy 28,** tree beginning 1820' from departure end of runway, 769' right of centerline up to 100' AGL/764' MSL. Trees beginning 3049' from departure end of runway, 1253' left of centerline up to 100' AGL/759' MSL.

BUFFALO, NY
BUFFALO AIRFIELD (9G0)
AMDT 1 08325 (FAA)
NOTE: **Rwy 6,** trees beginning 2296' from departure end of runway, 68' left of centerline, up to 100' AGL/770' MSL. Tree 4038' from departure end of runway, 1425' right of centerline, 100' AGL/779' MSL. Trees beginning 3080' from departure end of runway, 219' right of centerline, up to 100' AGL/769' MSL. **Rwy 24,** trees beginning 91' from departure end of runway, 208' right of centerline, up to 100' AGL/780' MSL. Trees beginning 868' from departure end of runway, 112' left of centerline, up to 100' AGL/750' MSL.

BUFFALO NIAGARA INTL
NOTE: **Rwy 5,** tree 648' from departure end of runway,662' left of centerline, 65' AGL/751' MSL. Trees beginning 697' from departure end of runway, 385' right of centerline, up to 100' AGL/787' MSL. **Rwy 23,** trees, poles, building and pump beginning 6' from departure end of runway, 290' left of centerline, up to 40' AGL/721' MSL. Tree 3317' from departure end of runway, 916' right of centerline, 68' AGL/759' MSL. **Rwy 32,** multiple trees and a bush beginning 141' from departure end of runway, 66' left of centerline, up to 67' AGL/756' MSL. Multiple trees beginning 43' from departure end of runway, 90' right of centerline, up to 66' AGL/752' MSL.

CALDWELL, NJ
ESSEX COUNTY
TAKE-OFF MINIMUMS: **Rwys 4, 22, 28**, 300-1. **Rwy10**, 900-1.
DEPARTURE PROCEDURE: **Rwys 4, 22, 28**, climb runway heading to 600 before departing as cleared.

CANANDAIGUA, NY
CANANDAIGUA
TAKE-OFF MINIMUMS: **Rwy 13,** 300-1 or std. with a min. climb of 230' per NM to 1100.

CORTLAND, NY
CORTLAND COUNTY-CHASE FIELD
TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 220' per NM to 2000. **Rwy 24,** 400-2 or std. with a min. climb of 330' per NM to 1700.
DEPARTURE PROCEDURE: **Rwys 6, 24,** climb runway heading to 2600 before turning southbound.

CROSS KEYS, NJ
CROSS KEYS (17N)
AMDT 1 09351
NOTE: **Rwy 9,** trees beginning 81' from DER, 76' right of centerline, up to 100' AGL/289' MSL. Trees beginning 1914' from DER, 834' left of centerline, up to 100' AGL/279' MSL. Pole 4369' from DER, 643' left of centerline, 147' AGL/303' MSL. **Rwy 27,** trees beginning 50' from DER, 20' right of centerline, up to 100' AGL/259' MSL. Tree 2099' from DER, 893' left of centerline, 100 AGL/249' MSL.

DANSVILLE, NY

DANSVILLE MUNI (DSV)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** std. w/ min. climb of 482' per NM to 3000, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 430' per NM to 2700, or 600-2½ w/ min. climb of 358' per NM to 2700, or 2000-3 for climb in visual conditions. **Rwy 32,** std. w/ min. climb of 399' per NM to 2400, or 700-2½ w/ min. climb of 321' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 446' per NM to 2600, or 400-1¼ w/ min. climb of 375' per NM to 2600, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 137° to 3000 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 18,** climb heading 178° to 2700 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 32,** climb heading 317° to 2400 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 36,** climb heading 358° to 2600 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course.

NOTE: **Rwy 14,** vehicle on roadway, at DER, 377' left of centerline, 15' AGL/675' MSL. Trees beginning 7725' from DER, 635' left of centerline, up to 50' AGL/1409' MSL. Vehicle on roadway, 174' from DER, 536' right of centerline, 15' AGL/675' MSL. Trees beginning 1.8 NM from DER, 94' right of centerline, 50' AGL/1349' MSL. **Rwy 18,** trees beginning 1.8 NM from DER, 908' left of centerline, up to 50' AGL/969' MSL. Trees beginning 4209' from DER, 109' right of centerline, up to 50' AGL/1209' MSL. **Rwy 32,** vehicle on roadway, 41' from DER, 470' left of centerline, 15' AGL/651' MSL. Trees beginning 8840' from DER, 1396' left of centerline, up to 50' AGL/1249' MSL. **Rwy 36,** trees beginning 5437' from DER, 574' right of centerline, up to 50' AGL/1269' MSL.

DUNKIRK, NY

CHAUTAUQUA COUNTY/ DUNKIRK

TAKE-OFF MINIMUMS: **Rwy 15,** 400-2 or std. with a min. climb of 230' per NM to 1200.

DEPARTURE PROCEDURE: **Rwys 6, 15,** climb runway heading to 1200, then climbing left turn direct DKK VORTAC before proceeding on course. **Rwys 24, 33,** climb runway heading to 1200, then climbing right turn direct DKK VORTAC before proceeding on course. Southbound aircraft cross DKK VORTAC at or above 2300.

EAST HAMPTON, NY

EAST HAMPTON

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1.

NOTE: **Rwy 4,** 40' AGL trees 200' from departure end of runway. **Rwy 22,** 42' AGL trees 120' from departure end of runway. **Rwy 16,** 48' AGL trees 130' right of departure end of runway.

ELLENVILLE, NY

JOSEPH Y RESNICK

TAKE-OFF MINIMUMS: **Rwy 4,** 1000-2. **Rwy 22,** 1600-2 or std. with a min. climb of 450' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 5000 before proceeding on course. **Rwy 22,** climb on heading 240° to 4000 before proceeding on course.

ELMIRA, NY

ELMIRA/CORNING RGNL

TAKE-OFF MINIMUMS: **Rwys 5,23,** NA-ATC. **Rwy 6**, 600-2¾ or std. with a min. climb of 325' per NM to 1700. **Rwy 10,** std. with a min. climb of 449' per NM to 1600, or 2000-3 for climb in visual conditions. **Rwy 24**, std. with a min. climb of 423' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 28**, std. with a min. climb of 636' per NM to 2100, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 062° to 2400 before proceeding on course. **Rwy 10,** climb heading 101° to 2500 before proceeding on course. For climb in visual conditions: cross Elmira/ Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 24**, climb heading 242° to 2600 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 28**, climb heading 281° to 2400 before proceeding on course. For climb in visual conditions: cross Elmira/ Corning Rgnl Airport at or above 2800' MSL before proceeding on course.

NOTE: **Rwy 6,** multiple trees beginning 984' from departure end of runway, 228' left of centerline, up to 34' AGL/1023' MSL. Multiple trees 2.1 NM from departure end of runway, 3938' left of centerline, up to 100' AGL/ 1499' MSL. Multiple trees beginning 809' from departure end of runway, 102' right of centerline, up to 39' AGL/1028' MSL. **Rwy 10,** poles and multiple trees beginning 551' from departure end of runway, 38' left of centerline, up to 49' AGL/998' MSL. Pole and multiple trees beginning 130' from departure end of runway, 125' right of centerline, up to 63' AGL/1012' MSL. **Rwy 24,** sign and multiple trees beginning 870' from departure end of runway, 528' left of centerline, up to 48' AGL/1006' MSL. **Rwy 28,** multiple trees beginning 1341' from departure end of runway, 289' left of centerline, up to 73' AGL/1012' MSL. Tower and multiple trees beginning 440' from departure end of runway, 472' right of centerline, up to 92' AGL/1031' MSL.

ENDICOTT, NY

TRI-CITIES

TAKE-OFF MINIMUMS: **Rwy 3**, 700-2. **Rwy 21**, 1100-2.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1700, then climbing left turn direct CFB VORTAC until passing 2500 before proceeding on course. **Rwy 21,** climb runway heading to 1900, then climbing right turn direct CFB VORTAC until passing 2700 before proceeding on course.

NOTE: **Rwy 3,** trees and terrain 646' above runway 1.5 NM from departure end of runway, 3000' left of centerline. **Rwy 21,** trees and terrain 735' above runway 1.4 NM from departure end of runway, 2625' left of centerline. Trees and terrain 1035' above runway 2.9 NM from departure end of runway, 5950' left of centerline.

FARMINGDALE, NY
REPUBLIC (FRG)
AMDT 5A 08157 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 300-1or std. with a min. climb of 280' per NM to 300. **Rwy 14,** 300-1 or std. with a min. climb of 220' per NM to 300. **Rwy 32,** 300-2 or std. w/ min. climb of 220' per NM to 400.
DEPARTURE PROCEDURE: **Rwys 1, 32,** climb runway heading to 800 before proceeding on course.
NOTE: **Rwy 19,** 102' sign at departure end of runway, 510' right of centerline. **Rwy 32,** tank 8214' from departure end of runway, 1120' left of centerline, 107' AGL/297' MSL.

FISHERS ISLAND, NY
ELIZABETH FIELD
TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a min. climb of 300' per NM to 300.
NOTE: **Rwy 7,** 15' AGL bunker 25' from departure end of runway, right of centerline.

FULTON, NY
OSWEGO COUNTY
TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb gradient of 270' per NM to 900.
NOTE: **Rwy 6,** hill 1400' from departure end of runway, on centerline 50' AGL/549' MSL. **Rwy 15,** trees 1700' from departure end of runway, on centerline 85' AGL/560' MSL. **Rwy 24,** trees 1350' from departure end of runway, on centerline 60' AGL/517' MSL. **Rwy 33,** road 400' from departure end of runway, on centerline 15' AGL/462 MSL.

GLENS FALLS, NY
FLOYD BENNETT MEMORIAL
TAKE-OFF MINIMUMS: **Rwys 1,12,19,30,** 300-1.
DEPARTURE PROCEDURE: **Rwys 1,12,30**, climbing right turn to 2000 direct GANSE LOM before proceeding on course. **Rwy 19**, Climb to 2000 direct GANSE LOM before proceeding on course.

HAMILTON, NY
HAMILTON MUNI (VGC)
AMDT 2 08353 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 600-3 w/ min. climb of 288' per NM to 2100 or 1300-2½ for climb in visual conditions. **Rwy 35,** 400-1 w/ min. climb of 364' per NM to 2300 or 1300-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 2100 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course. **Rwy 35,** climb heading 350° to 2300 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course.
NOTE: **Rwy 17,** multiple trees beginning 37' from departure end of runway, 163' right of centerline, up to 100' AGL/1219' MSL. Railroad 94' from departure end of runway, 217' left of centerline, 23' AGL/1162' MSL. Multiple trees beginning 815' from departure end of runway, 583' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 1861' from departure end of runway, 939' right of centerline, up to 100' AGL/1459' MSL. Multiple trees beginning 1.6 NM from departure end of runway, 3026' left of centerline, up to 100' AGL/1659' MSL. Multiple trees beginning 2.6 NM from departure end of runway, 1078' right of centerline, up to 100' AGL/1679' MSL. **Rwy 35,** railroad 27' from departure end of runway, 464' right of centerline, 23' AGL/1162' MSL. Multiple trees beginning 855' from departure end of runway, 604' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2444' from departure end of runway, 356' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 4371' from departure end of runway, 1630' right of centerline, up to 100' AGL/1439' MSL.

HAMMONTON, NJ
HAMMONTON MUNI (N81)
ORIG 09015 (FAA)
DEPARTURE PROCEDURE: **Rwy 3,** climb heading 034° to 600 before turning left.
NOTE: **Rwy 21,** trees 1572' from departure end of runway, 526' left of centerline, 100' AGL/163' MSL. Trees 3201' from departure end of runway, 911' right of centerline, 100' AGL/166' MSL.

HORNELL, NY
HORNELL MUNI (4G6)
AMDT 4 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18**, std. w/ min. climb of 425' per NM to 2200 or 1500-3 for climb in visual conditions. **Rwy 36,** NA-Obstacles.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 165° to 2700 before proceeding on course or for climb in visual conditions cross Hornell Muni airport at or above 2600 MSL before proceeding on course.
NOTE: **Rwy 18,** trees 1260' from departure end of runway, 79' left of centerline, up to 96' AGL/1256' MSL.

HUDSON, NY

COLUMBIA COUNTY (1B1)

ORIG 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 025° to 1500 before turning. **Rwy 21,** climb heading 190º to 2100 before turning right.

NOTE: **Rwy 3,** vehicles beginning 393' from departure end of runway, 19' left of centerline, up to 17' AGL/226' MSL. Trees beginning 856' from departure end of runway, 587' right of centerline, up to 80' AGL/279' MSL. Trees beginning 3292' from departure end of runway, 574' left of centerline, up to 80' AGL/339' MSL. **Rwy 21,** fence 104' from departure end of runway, 372' left of centerline, up to 44' AGL/203' MSL. Trees beginning 400' from departure end of runway, 41' right of centerline, up to 80' AGL/280' MSL. Trees beginning 563' from departure end of runway, 61' left of centerline, 80' AGL/289' MSL.

ISLIP, NY

LONG ISLAND MACARTHUR

TAKE-OFF MINIMUMS: **Rwy 33R,** 300-1 or std. with a min. climb of 220' per NM to 400.

ITHACA, NY

ITHACA TOMPKINS RGNL (ITH)

AMDT 4 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** Std. w/ min. climb of 350' per NM to 2400 or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** Climb heading 145° to 2400 before turning left or for climb in visual conditions cross Ithaca Tompkins RGNL airport at or above 2400 before proceeding on course. **Rwy 32,** Climb heading 325° to 1600 before proceeding on course.

NOTE: **Rwy 14,** Trees beginning 569' from departure end of runway, 527' right of centerline, up to 100' AGL/1599' MSL. Trees beginning 1831' from departure end of runway, 767' left of centerline, up to 100' AGL/1780' MSL. Transmission pole and towers beginning 1952' from departure end of runway, 330' right of centerline, up to 52' AGL/1151' MSL. Tower 2.46 NM from departure end of runway, 4420' left of centerline, up to 100' AGL/1620' MSL. **Rwy 32,** Trees beginning 338' from departure end of runway, 380' right of centerline, up to 100' AGL/1219' MSL. Trees beginning 1265' from departure end of runway, 462' left of centerline, up to 100' AGL/1179' MSL.

JAMESTOWN, NY

CHAUTAUQUA COUNTY/JAMESTOWN

NOTE: **Rwy 7,** multiple trees beginning 495' from departure end of runway, 525' left of centerline, up to 30' AGL/1749' MSL. **Rwy 13,** rising terrain beginning 200' from departure end of runway, left and right of centerline, up to 1740' MSL. Multiple trees beginning 228' from departure end of runway, 232' left of centerline, up to 47' AGL/1795' MSL. Vent on building 527' from departure end of runway, 628' right of centerline, 38' AGL/1768' MSL. Vehicles on road, 737' from departure end of runway, 329' right of centerline, 15' AGL/1756' MSL. Vent on building 1003' from departure end of runway, 426' right of centerline, 38' AGL/1768' MSL. Obstacle light on building 1232' from departure end of runway, 309' right of centerline, 38' AGL/1768' MSL. Multiple trees beginning 831' from departure end of runway, 77' right of centerline, up to 90' AGL/1799' MSL. **Rwy 25,** antenna on building 424' from departure end of runway, 262' left of centerline, 14' AGL/1733' MSL. Tree 731' from departure end of runway, 652' left of centerline, 72' AGL/1761' MSL. **Rwy 31,** vehicles on road 0' from departure end of runway, 403' right of centerline, 15' AGL/1734' MSL. Rising terrain beginning abeam departure end of runway, left and right of centerline, up to 1749' MSL. Multiple trees beginning 404' from departure end of runway, 127' right of centerline, up to 62' AGL/1801' MSL. Multiple trees beginning 577' from departure end of runway, 630' left of centerline, up to 44' AGL/1793' MSL. Tree 3695' from departure end of runway, 728' left of departure end of runway, 35' AGL/1834' MSL. Tree 6082' from departure end of runway, 846' left of centerline, 100' AGL/1879' MSL.

JOHNSTOWN, NY

FULTON COUNTY

TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

NOTE: **Rwy 10,** 50' AGL trees 720' from departure end of runway, 65' left of centerline. **Rwy 28,** 60' AGL trees 700' from departure end of runway, 125' left of centerline.

KINGSTON, NY

KINGSTON-ULSTER

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1.

DEPARTURE PROCEDURE: **Rwy 15,** climb to 3000 via PWL R-316 to TRESA INT before proceeding on course. **Rwy 33,** climbing right turn to 3000 on heading 170° and PWL R-316 to TRESA INT before proceeding on course.

LAKE PLACID, NY

LAKE PLACID

TAKE-OFF MINIMUMS: **Rwy 14,** NA-obstacles. **Rwy 32,** std. with a min. climb of 420' per NM to 4000.

DEPARTURE PROCEDURE: **Rwy 32,** climbing left turn to 5000 via heading 304° to intercept SLK R-180 to SLK VOR/DME before proceeding on course.

LAKEWOOD, NJ

LAKEWOOD

TAKE-OFF MINIMUMS: **Rwy 6**, **24,** 400-2 or std. with a min. climb of 330' per NM to 600.

LE ROY, NY

LE ROY (5G0)

ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** std. w/ min. climb of 302' per NM to 1400 or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 28,** for climb in visual conditions: Cross Le Roy airport at or above 1800 MSL before proceeding on course.

NOTE: **Rwy 10,** train on railroad tracks and trees beginning 37' from DER, 145' left of centerline, up to 100' AGL/859' MSL. Fence 326' from DER, on centerline, 11' AGL/781' MSL. Trees and vehicles beginning 365' from DER, 60' right of centerline, up to 100' AGL/879' MSL. **Rwy 28,** trees, vehicles, fence, AAO and terrain beginning 50' from DER, 96' left of centerline, up to 200' AGL/1109' MSL. Train on railroad tracks, trees, AAO and terrain beginning 36' from DER, 73' right of centerline, up to 200' AGL/1079' MSL.

LINCOLN PARK, NJ

LINCOLN PARK

TAKE-OFF MINIMUMS: **Rwy 1**, 900-2. **Rwy 19**, 300-1.

DEPARTURE PROCEDURE: **Rwy 1**, climb visually over airport to 1000 before proceeding on course. **Rwy 19,** climb runway heading to 1000 before proceeding on course.

LINDEN, NJ

LINDEN

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1.

LOCKPORT, NY

NORTH BUFFALO SUBURBAN

TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

NOTE: **Rwy 10,** 46' AGL tree 353' from departure end of runway, 75' right of centerline. **Rwy 28,** 60' AGL tree 650' from departure end of runway, 350' right of centerline.

LUMBERTON, NJ

FLYING W

TAKE-OFF MINIMUMS: **Rwys 1,19,** 300-1.

MALONE, NY

MALONE-DUFORT

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 220' per NM to 1100. **Rwy 23**, 500-1 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 5,14,23,32,** aircraft departing V-282 northbound and V-98 northeastbound climb via heading 050° to 2500 before proceeding on course. All other directions climb to 2000 via heading 300° before proceeding on course.

MANVILLE, NJ

CENTRAL JERSEY RGNL

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 069° to 800 before turning left.

NOTE: **Rwy 7,** multiple trees and a building beginning 29' from departure end of runway, 1266' left of centerline, up to 92' AGL/132' MSL. Multiple trees and poles beginning 238' from departure end of runway, 74' right of centerline, up to 94' AGL/154' MSL. **Rwy 25,** multiple trees beginning 183' from departure end of runway, 33' right of centerline, up to 93' AGL/173' MSL. Multiple trees beginning 212' from departure end of runway, 181' left of centerline, up to 83' AGL/163' MSL.

MASSENA, NY

MASSENA INTL-RICHARDS FIELD (MSS)

AMDT 8 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 300-2½ or std. with a min. climb of 240' per NM to 800.

NOTE: **Rwy 5,** antenna on building 291' from DER, 267' right of centerline, 9' AGL/238' MSL. Obstruction light on localizer 347' from DER, on centerline, 7' AGL/241' MSL. Trees beginning 551' from DER, 514' left of centerline, up to 75' AGL/324' MSL. Trees beginning 825' from DER, 516' right of centerline, up to 56' AGL/292' MSL. **Rwy 9,** bushes and trees beginning 371' from DER, 142' left of centerline, up to 64' AGL/303' MSL. Trees beginning 784' from DER, 51' right of centerline, up to 73' AGL/312' MSL. **Rwy 23,** trees, buildings, and poles beginning 1002' from DER, 249' left of centerline, up to 76' AGL/257' MSL. Trees beginning 2233' from DER, 878' right of centerline, up to 60' AGL/277' MSL. Light on tower 2.1 NM from DER, 2453' right of centerline, 388' AGL/596' MSL. **Rwy 27,** trees beginning 341' from DER, 341' left of centerline, up to 81' AGL/292' MSL. Trees beginning 499' from DER, 289' right of centerline, up to 100' AGL/329' MSL.

MC GUIRE AFB (KWRI)

WRIGHTSTOWN, NJ . . . . . ORIG, 09043

TAKE-OFF OBSTACLES: **Rwy 6,** Trees 1395' from DER, 853' right of centerline, 178' MSL. Trees 1863' from DER, 426' right of centerline, 155' MSL. Trees 1935' from DER, 885' right of centerline, 186' MSL. Trees 2405' from DER, 448' right of centerline, 168' MSL. Trees 2663' from DER, 1186' left of centerline, 169' MSL. Trees 2800' to 3400' from DER, 50' to 850' right of centerline, 179' MSL. Trees 3287' from DER, 341' left of centerline, 189' MSL. Trees 3400' to 3900' from DER, 700' to 1200' right of centerline, 188' MSL. **Rwy 24,** Trees 1980' from DER, 980' left of centerline, 199' MSL.

MIDDLETOWN, NY

RANDALL

TAKE-OFF MINIMUMS: **Rwy 26,** 700-2 or std. with a min. climb of 260' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 26,** climb runway heading to 2400 before proceeding on course.

MILLBROOK, NY

SKY ACRES

TAKE-OFF MINIMUMS: **Rwy 17,** 900-1 or std. with a min. climb of 390' per NM to 1700. **Rwy 35,** 300-1 or std. with a min. climb of 250' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1700, then climbing right turn to intercept IGN R-147, to IGN VOR/DME. Cross IGN VOR/DME at or above 3000. **Rwy 35**, climb runway heading to 1300, then climbing left turn to intercept IGN R-009 to IGN VOR/DME. Cross IGN VOR/DME at or above 3000.

MILLVILLE, NJ

MILLVILLE MUNI

NOTE: **Rwy 10,** multiple trees beginning 14' from departure end of runway, 498' right of centerline, up to 49' AGL/134' MSL. **Rwy 14,** multiple trees beginning 20' from departure end of runway, 167' left and139' right of centerline, up to 72' AGL/154' MSL. **Rwy 28,** multiple trees beginning 28' from departure end of runway, 144' left and 167' right of centerline, up to 80' AGL/154' MSL. **Rwy 32,** multiple trees beginning 34' from departure end of runway, 341' left and 273' right of centerline, up to 71' AGL/152' MSL.

MONTAUK, NY

MONTAUK

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn to 3000 direct GON VOR/DME before proceeding on course.

NOTES: **Rwy 6,** 37' dune 200' from departure end of runway. **Rwy 24,** 35' power line 40' from departure end of runway.

MONTGOMERY, NY

ORANGE COUNTY

TAKE-OFF MINIMUMS: **Rwy 3,** 500-2 or std. with a min. climb of 440' per NM to 900. **Rwy 8,** 300-1 or std. with a min. climb of 230' per NM to 600. **Rwy 21,** 500-1 or std. with a min. climb of 210' per NM to 800. **Rwy 26,** 400-1 or std. with a min. climb of 270' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 2100 before proceeding on course. **Rwys 8,21,26,** climb runway heading to 1000 before proceeding on course.

MONTICELLO, NY

SULLIVAN COUNTY INTL

DEPARTURE PROCEDURE: **Rwy 33,** climb straight ahead to 2500 before departing on course.

MORRISTOWN, NJ

MORRISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 23**, 400-2 or std. with a min. climb of 365' per NM to 700. **Rwy 31**, 500-2 or std. with a min. climb of 390' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 13**, **23, 31,** use MORRISTOWN DEPARTURE.

NOTE: **Rwy 5,** cross departure end of runway at or above 25' AGL/209' MSL. **Rwy 13,** 73' AGL tree, 1100' from departure end of runway, 600' right of centerline. Cross departure end of runway at or above 35' AGL/217' MSL. **Rwy 23,** 60' AGL tree, 500' from departure end of runway, 400' right of centerline. Cross departure end of runway at or above 35' AGL/218' MSL. **Rwy 31,** 50' AGL trees, 1500' from departure end of runway, 700' right of centerline. Cross departure end of runway at or above 35' AGL/222' MSL.

MOUNT HOLLY, NJ

SOUTH JERSEY RGNL (VAY)

ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 300-2½ or std. w/ min. climb of 205' per NM to 500. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to DER.

NOTE: **Rwy 8,** trees beginning 15' from DER, 32' right of centerline, up to 100' AGL/179' MSL. Trees beginning 631' from DER, 339' left of centerline, up to 100' AGL/159' MSL. **Rwy 26,** building 522' from DER, 604' right of centerline, 30' AGL/89' MSL. Building 540' from DER, 546' left of centerline, 30' AGL/89' MSL. Vehicle on road 650' from DER, on centerline, 17' AGL/67' MSL. Trees beginning 1599' from DER, 5' right of centerline, up to 100' AGL/179' MSL. Trees beginning 418' from DER, 408' left of centerline, up to 100' AGL/179' MSL. Tower 1.9 NM from DER, 1712' right of centerline, 179' AGL/348' MSL.

NEW YORK, NY

JOHN F. KENNEDY INTL

TAKE-OFF MINIMUMS: **Rwy 13R**, 300-1½ or std. with a min. climb of 250' per NM to 300. **Rwy 31L**, standard with a min. climb of 210' per NM to 2000.

NOTE: **Rwy 4L,** taxiing aircraft 691' from departure end of runway, 390' left of centerline, 64' AGL/77' MSL. Tree 1824' from departure end of runway, 180' right of centerline, 63' AGL/79' MSL. Tree 1847' from departure end of runway, 88' left of centerline, 54' AGL/67' MSL. Multiple obstruction lights on fence beginning 249' from departure end of runway, 316' left of centerline, 10' AGL/22' MSL. **Rwy 4R,** multiple trees beginning 1294' from departure end of runway, 687' left of centerline, up to 63' AGL/76' MSL. Tree 524' from departure end of runway, 613' right of centerline, 20' AGL/33' MSL. **Rwy 13L,** electrical equipment 106' from departure end of runway, 416' left of centerline, 10' AGL/17' MSL. Obstruction light on glideslope antenna 1046' from departure end of runway, 141' left of centerline, 27' AGL/40' MSL. **Rwy 13R,** obstruction light on tank 1.12 NM from departure end of runway, 2116' right of centerline, 215' AGL/227' MSL. Obstructiion light on fence 98' from departure end of runway, 6' right of centerline, 10' AGL/24' MSL. Tower 4690' from departure end of runway, 1386' right of centerline, 127' AGL/140' MSL. **Rwy 31L,** tree 2076' from departure end of runway, 436' left of centerline, 79' AGL/91' MSL. Bush 257' from departure end of runway, 530' left of centerline, 13' AGL/25' MSL. **Rwy 31R,** tree 752' from departure end of runway, 654' left of centerline, 39' AGL/52' MSL. Tree 561' from departure end of runway, 646' right of centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from departure end of runway, 336' left of centerline, up to 44' AGL/ 67' MSL. Vehicle on road 281' from departure end of runway, 501' left of centerline, 15' AGL/ 26' MSL. Multiple obstruction lights on poles and fence beginning 365' from departure end of runway, 15' left of centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from departure end of runway, 359' right of centerline, 28' AGL/31' MSL. Approach light 190' from departure end of runway, 8' right of centerline, 5' AGL/18' MSL. Fence 410' from departure end of runway, 352' right of centerline, 10' AGL/23' MSL.

NEW YORK, NY (CON'T)

LA GUARDIA (LGA)

AMDT 8 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 400-2½ or std. with a min. climb of 230' per NM to 600. **Rwy 13,** 400-2¼ or std. with a min. climb of 280' per NM to 500. **Rwy 22,** 300-2¼ or std. w/ min. climb of 210' per NM to 400. **Rwy 31,** 300-1½ or std. with a min. climb of 260' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to to 800 before proceeding westbound. **Rwy 13,** climb heading 134° to 700 before proceeding westbound. **Rwy 22,** climb heading 224° to 2100 before proceeding westbound. **Rwy 31,** climb heading 314° to 1400 before proceeding westbound.

NOTE: **Rwy 4,** bridge 2.1 NM from departure end of runway, 3754' right of centerline, 345' AGL/384' MSL. Bush and terrain beginning 99' from departure end of runway, 114' left of centerline, up to 16' AGL/33' MSL. **Rwy 13,** multiple buildings beginning 1.9 NM from departure end of runway, 741' right of centerline, up to 280' AGL/345' MSL. Multiple buildings, stacks, bush, and fence lights beginning 98' from departure end of runway, 168' left of centerline, up to 211' AGL/271' MSL. Localizer 392' from departure end of runway, on centerline, 10' AGL/19' MSL. **Rwy 22,** multiple trees, buildings, and blast fence beginning 109' from departure end of runway, 138' right of centerline, up to 222' AGL/302' MSL. Multiple trees and buildings beginning 165' from departure end of runway, 150' left of centerline, up to 72' AGL/102' MSL. **Rwy 31,** stack 1.3 NM from departure end of runway, left of centerline, 250' AGL/268' MSL.

NEWARK, NJ

NEWARK LIBERTY INTL (EWR)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** std. w/ min climb of 383' per NM to 800. **Rwy 4R,** std. w/ min. climb of 373' per NM to 800. **Rwy 11,** std. w/ min. climb of 240' per NM to 2000. **Rwy 22R,** 300-1¾ or std. w/ min. climb of 203' per NM to 300, or alternavtively, with standard takeoff minimums and a normal 200' /NM climb gradient, takeoff must occur no later thatn 1200' prior to departure end of runway. **Rwy 29,** 400-2 or std. w/ min climb of 444' per NM to 500.

NOTE: **Rwy 4L,** tower, light, and multiple trees beginning 211' from departure end of runway, 198' left of centerline, up to 70' AGL/89' MSL. DME antenna and pole beginning 881' from departure end of runway, 418' right of centerline, up to 121' AGL/131' MSL. **Rwy 4R,** DME antenna, tree, and multiple towers beginning 530' from departure end of runway, 477' left of centerline, up to 61' AGL/82' MSL. Tower, sign, tree, multiple buildings and poles beginning 1134' from departure end of runway, 153' right of centerline, up to 121' AGL/131' MSL. **Rwy 11,** terrain, sign, tree, road, fence, building, and multiple poles beginning 82' from departure end of runway, 2' left of centerline, up to 49' AGL/68' MSL. Pole and multiple signs beginning 6' from departure end of runway, 158' right of centerline, up to 31' AGL/50' MSL. **Rwy 22L,** pole 8' from departure end of runway, 261' left of centerline, 7' AGL/16' MSL. **Rwy 22R,** light and multiple trees beginning 1829' from departure end of runway, 307' right of centerline, up to 55' AGL/69' MSL. Building 1.4 NM from departure end of runway, 1872' left of centerline, 200' AGL/227' MSL. **Rwy 29,** poles, trees, multiple signs and buildings beginning 209' from departure end of runway, 242' left of centerline, up to 110' AGL/120' MSL. Tree multiple signs and poles beginning 689' from departure end of runway, 66' right of centerline, up to 273' AGL/358' MSL. Building 6020' from departure end of runway, 1624' right of centerline, 273' AGL/357' MSL. Building 1.5 NM from departure end of runway, 2071' right of centerline, 202' AGL/328' MSL.

NEWBURGH, NY

STEWART INTL (SWF)
AMDT 5 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 255' per NM to 2000 or 1500-2½ for climb in visual conditions. **Rwy 27**, 300-1 or std. w/ min.of 366' per NM to 800. **Rwy 34,** 300-1¼ or std. w/ min. climb of 503' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 092° to 2100 before turning south.**Rwy 16,** climb heading 163° to 2000 before proceeding on course or for climb in visual conditions cross Stewart Intl airport at or above 1800 before proceeding on course.**Rwy 27**, climb heading 272° to 1200 before turning south.

NOTE:. **Rwy 9,** trees beginning 730' from departure end of runway, 23' left of centerline, up to 66' AGL/566' MSL. Bush 172' from departure end of runway, 193' left of centerline, up to 43' AGL/483' MSL. **Rwy 16,** trees 785' from departure end of runway, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from departure end of runway, 563' right of centerline, up to 112' AGL/492' MSL. **Rwy 27,** trees beginning 685' from departure end of runway, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from departure end of runway, 528' left of centerline, 19' AGL/529' MSL. Middle marker 701' from departure end of runway, on runway centerline, 5' AGL/515' MSL. **Rwy 34,** trees beginning 608' from departure end of runway, 21' left of centerline, up to 91' AGL/611' MSL. Terrain and trees beginning 77' from departure end of runway, 71' right of centerline, up to 92' AGL/612' MSL.

NIAGARA FALLS, NY

NIAGARA FALLS INTL

TAKE-OFF MINIMUMS: **Rwys 10L,10R,24,** 300-1 or std. with a min. climb of 300' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 060° to 1200 before proceeding on course. **Rwys 10L,10R,24** climb runway heading to 1700 before proceeding on course. **Rwys 28L, 28R,** climb heading 280° to 1200 before proceeding on course.

NOTE: **Rwy 6,** tree 1737' from departure end of runway, 308' left of centerline, 60' AGL/647' MSL. **Rwy 28L,** trees beginning 1668' from departure end of runway, 244' right of centerline, up to 74' AGL/654' MSL. Trees beginning 1337' from departure end of runway, 62' left of centerline, up to 63' AGL/646' MSL. Bush 625' from departure end of runway, 172' right of centerline, 26' AGL/611' MSL. **Rwy 28R,** trees beginning 866' from departure end of runway, 105' right of centerline, up to 100' AGL/690' MSL. Trees beginning 837' from departure end of runway, 321' left of centerline, up to 87' AGL/667' MSL.

NORWICH, NY

LT. WARREN EATON

TAKE-OFF MINIMUMS: **Rwys 1**, **19,** 700-2 or std. with a min. climb of 400' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 2500 before proceeding on course.

OGDENSBURG, NY

OGDENSBURG INTL (OGS)

AMDT 1 09351 (FAA)

NOTE: **Rwy 9,** bushes beginning 72' from DER, 321' right of centerline, up to 18' AGL/317' MSL. Trees beginning 780' from DER, 254' right of centerline, up to 72' AGL/376' MSL. Trees beginning 1177' from DER, 59' left of centerline, up to 59' AGL/383' MSL. **Rwy 27,** sign 6' from DER, 394' left of centerline, 4' AGL/288' MSL. Terrain 55' from DER, 313' right of centerline, 288' MSL. Obstruction light pole 376' from DER, 370' left of centerline, 22' AGL/311' MSL. Hanger 504' from DER, 545' left of centerline, 28' AGL/317' MSL. Antenna on hanger 510' from DER, 489' left of centerline, 37' AGL/326' MSL. Obstruction light on airport beacon 584' from DER, 474' left of centerline, 40' AGL/329' MSL. Trees beginning 896' from DER, 251' left of centerline, up to 52' AGL/353' MSL. Trees beginning 997' from DER, 252' right of centerline, up to 52' AGL/371' MSL.

OLD BRIDGE, NJ

OLD BRIDGE (3N6)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2½ or std. w/ min. climb of 223' per NM to 400.

NOTE: **Rwy 6,** trees beginning 49' from DER, 4' left and right of centerline, up to 100' AGL/199' MSL. **Rwy 24,** trees beginning 47' from DER, 46' left and right of centerline, up to 100' AGL/299' MSL.

OLEAN, NY

CATTARAUGUS COUNTY-OLEAN

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 340' per NM until passing 2500. **Rwy 34,** 300-1 or std. with a min. climb of 300' per NM until passing 2500.

ONEONTA, NY

ONEONTA MUNI

TAKE-OFF MINIMUMS: **Rwys 6,24**, 300-1.

PEDRICKTOWN, NJ

SPITFIRE AERODROME

TAKE-OFF MINIMUMS: **Rwy 25,** NA-obstacles.

PENN YAN, NY

PENN YAN

TAKE-OFF MINIMUMS: **Rwy 1,** 500-2 or std. with a min climb of 230' per NM to 1700. **Rwy 19,** 600-2 or std. with a min. climb of 230' per NM to 1700. **Rwy 28**, 600-2, or std. with a min climb of 320' per NM to 1700.

NOTE: **Rwy 10**, 40' AGL trees at departure end of runway, 96' right of centerline.

PITTSTOWN, NJ

ALEXANDRIA

TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with 400' per NM to 900. **Rwy 13**, 300-1 or std. with 460' per NM to 700. **Rwy 31,** 600-1 or std. with 340' per NM to 1200.

SKY MANOR

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1.

PLATTSBURGH, NY

PLATTSBURGH INTL

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 172° to 2500 before turning on course. **Rwy 35,** climb heading 352° to 2800 before turning on course.

NOTE: **Rwy 17,** tree 1844' from departure end of runway, 966' right of centerline, 87' AGL/237' MSL. Tree 2289' from departure end of runway, 937' left of centerline, 75' AGL/222' MSL. **Rwy 35,** numerous trees beginning 1602' from departure end of runway, 501' left of centerline, up to 63' AGL/293' MSL. Tree, 2270' from departure end of runway, 944' left of centerline, 104' AGL/334' MSL. Tree 2035' from departure end of runway, 1014' right of centerline, 107' AGL/307' MSL.

POTSDAM, NY

POTSDAM MUNI/DAMON FLD (PTD)

ORIG 09295 (FAA)

NOTE: **Rwy 6,** trees beginning 229' from DER, 122' right of centerline, up to 100' AGL/569' MSL. Trees beginning 926' from DER, 322' left of centerline, up to 100' AGL/579' MSL. **Rwy 24,** trees beginning 776' from DER, 370' right of centerline, up to 100' AGL/559' MSL. Building 549' from DER, 395' left of centerline, 40' AGL/509' MSL. Tree 846' from DER, 471' left of centerline, 100' AGL/559' MSL.

POUGHKEEPSIE, NY

DUTCHESS COUNTY

TAKE-OFF MINIMUMS: **Rwy 6**, 500-1. **Rwys 15,33**, 400-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb direct IGN VOR/DME, then via IGN R-070 to 2000 before proceeding on course. **Rwy 15**, climb to 600 then climbing left turn to 1000 direct IGN VOR/DME before proceeding on course. **Rwy 24**, climb to 2000 via IGN R-250 before proceeding on course. **Rwy 33**, climb to 600 then climbing right turn to 1000 direct IGN VOR/DME before proceeding on course.

PRINCETON (ROCKY HILL), NJ

PRINCETON

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. with a min. climb of 340' per NM to 600.

NOTE: **Rwy 10,** multiple terrain beginning 61' from departure end of runway, 7' left of centerline, 0' AGL/168' MSL. Tank 1462' from departure end of runway, 699' left of centerline, 130' AGL/270' MSL. Tower 1.5 NM from departure end of runway, 1013' left of centerline, 175' AGL/460' MSL. Road 400' from departure end of runway, on centerline, 17' AGL/184' MSL. **Rwy 28,** tree 565' from departure end of runway, 634' left of centerline, up to 100' AGL/219' MSL. Terrain 154' from departure end of runway, 253' left of centerline, 0' AGL/128' MSL. Terrain 390' from departure end of runway, 554' left of centerline, 0' AGL/132' MSL.

READINGTON, NJ

SOLBERG-HUNTERDON (N51)

AMDT 1 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** std. w/ min. climb of 405' per NM to 1400 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31,** for climb in visual conditions; cross Solberg-Hunterdon airport at or above 1300 before proceeding on course.

NOTE: **Rwy 4,** tree 907' from DER, 712' left of centerline, 100' AGL/279' MSL. Trees beginning 431' from DER, 82' right of centerline, up to 100' AGL/279' MSL. **Rwy 13,** tree 47' from DER, 453' left of centerline, 100' AGL/279' MSL. Tree 88' from DER, 178' right of centerline, 100' AGL/279' MSL. **Rwy 22,** tree 185' from DER, 350' left of centerline, 100' AGL/299' MSL. Trees beginning 103' from DER, 95' right of centerline, up to 100' AGL/299' MSL. **Rwy 31,** trees beginning 372' from DER, 40' left of centerline, up to 100' AGL/378' MSL. Tree 257' from DER, 441' right of centerline, 100' AGL/299' MSL.

RED HOOK, NY

SKY PARK

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1. **Rwy 19,** 400-2 or std. with a min. climb of 240' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 3000 before proceeding on course.

ROBBINSVILLE, NJ

TRENTON-ROBBINSVILLE

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1 or std. with a min. climb of 280' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 29**, climb runway heading to 800 before turning right.

ROCHESTER, NY

GREATER ROCHESTER INTL (ROC)

AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1¾ or std. w/ min. climb of 206' per NM to 900. **Rwy 10,** std. w/ min. climb of 230' per NM to 900 or 1000-2½ for climb in visual conditions. **Rwy 22,** 400-2¾ or std. w/ min. climb of 241' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 042° to 1200 before proceeding on course. **Rwy 10,** for climb in visual conditions: cross Greater Rochester Intl airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 4,** tower 1806' from departure end of runway, 816' right of centerline, 60' AGL/611' MSL. Tree 2081' from departure end of runway, 531' left of centerline, 53' AGL/612' MSL. **Rwy 7,** multiple trees beginning 2732' from departure end of runway, 426' left of centerline, 78' AGL/622' MSL. Flag pole on dome 1.4 NM from departure end of runway, 1139' right of centerline, 213' AGL/757' MSL. **Rwy 10,** flag pole on dome 1.2 NM from departure end of runway, 1546' left of centerline, 213' AGL/757' MSL. Multiple trees 741' from departure end of runway, 355' left of centerline, 83' AGL/617' MSL. Fence 313' from departure end of runway, 407' left of centerline, 18' AGL/552' MSL. **Rwy 22,** obstruction light on tower 2.2 NM from departure end of runway, 3550' right of centerline, 412' AGL/935' MSL. Tree 3,026' from departure end of runway, 935' left of centerline, 102' AGL/621' MSL. Tree 1997' from departure end of runway, 832' right of centerline, 68' AGL/587' MSL. **Rwy 25,** tower and multiple poles beginning 1523' from departure end of runway, 330' left of centerline, 85' AGL/617' MSL. **Rwy 28,** railroad 627' from departure end of runway, 539' right of centerline, 23' AGL/574' MSL. Multiple trees beginning 1188' from departure end of runway, 112' right of centerline, 88' AGL/632' MSL. Multiple trees and towers beginning 1540' from departure end of runway, 148' left of centerline, 87' AGL/626' MSL.

ROME, NY

GRIFFISS INTL (RME)

ORIG 08185 (FAA)

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 146° to 1000 before turning left. **Rwy 33,** climb heading 326° to 1400 before turning right.

NOTE: **Rwy 15,** trees beginning 2306' from departure end of runway, 405' left of centerline, up to 92' AGL/590' MSL.

SARANAC LAKE, NY

ADIRONDACK RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 800-1 or std. with a min. climb of 230' per NM to 2500. **Rwy 9**, 600-2. **Rwy 23**, 600-1 or std. with a min. climb of 240' per NM to 2300.

DEPARTURE PROCEDURE: **Rwys 5,9**, climb to 2500 via SLK R-080, then climbing left turn direct SLK VOR so as to cross SLK VOR at 3000 or above before proceeding on course. **Rwy 23**, climbing right turn to 4000 via heading 250° before proceeding on course. **Rwy 27**, climb runway heading to 2300 before proceeding on course.

SARATOGA SPRINGS, NY

SARATOGA COUNTY (5B2)
AMDT 3A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 400-2¾ or std. w/ min climb of 250' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 025° to 1300 before proceeding on course. **Rwy 14,** climb heading 143° to 1000 before proceeding on course. **Rwy 23,** climb heading 233° to 1000 before proceeding on course. **Rwy 32,** climbing left turn to 2200 heading 230° before proceeding on course.

NOTE: **Rwy 5,** trees beginning 799' from DER, 50' left of centerline up to 84' AGL/503' MSL. Trees beginning 849' from DER, 33' right of centerline, up to 87' AGL/507' MSL. **Rwy 14,** trees beginning 427' from DER, 161' right of centerline up to 100' AGL/529' MSL. Trees beginning 516' from DER, 550' left of centerline up to 100' AGL/529' MSL. **Rwy 23,** trees beginning 196' from DER, 13' right of centerline up to 110' AGL/544' MSL. Trees begining 843' from DER, 34' left of centerline up to 96' AGL/530' MSL. **Rwy 32,** trees beginning 8497' from DER, 579' right of centerline up to 100' AGL/809' MSL.

SCHENECTADY, NY

SCHENECTADY COUNTY

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 600. **Rwy 28**, 1200-2 or std. with a min. climb of 240' per NM to 2000.

NOTE: **Rwy 4,** 459' trees 80' from departure end of runway, 470' left of centerline.

SENECA FALLS, NY

FINGER LAKES RGNL (0G7)
ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-2 or std. w/ min. climb of 275' per NM to 1000.

NOTE: **Rwy 1,** trees, vehicle on road and tower beginning 401' from DER, 407' right of centerline, up to 306' AGL/756' MSL. Trees and pole beginning 571' from DER, 332' left of centerline, up to 73' AGL/528' MSL. **Rwy 19,** trees and building beginning 238' from DER, 294' right of centerline, up to 68' AGL/557' MSL.Building, trees, poles, bushes and vehicle on road beginning 189' from DER, 270' left of centerline, up to 57' AGL/556' MSL.

SHIRLEY, NY

BROOKHAVEN

TAKE-OFF MINIMUMS: **Rwys 6, 33,** NA-Noise abatement.

NOTE: **Rwy 15,** trees beginning 173' from departure end of runway, 376' right of centerline, up to 60' AGL/124' MSL. Trees beginning 40' from departure end of runway, 281' left of centerline, up to 60' AGL/124' MSL. **Rwy 24,** trees beginning 199' from departure end of runway, 497' left of centerline, up to 60' AGL/148' MSL. Trees beginning 604' from departure end of runway, 597' right of centerline, up to 60' AGL/133' MSL.

SIDNEY, NY

SIDNEY MUNI (N23)
AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, std. with a min. climb of 328' per NM to 2500 or 1600-3 for climb in visual conditions. **Rwy 25,** 700-1.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 071° to 2500 before proceeding on course, for climb in visual conditions: Cross Sidney Muni airport at or above 2500 MSL before proceeding on course. **Rwy 25,** climb heading 251° to 2000 before proceeding on course.

NOTE: **Rwy 7,** trees and vehicle on road beginning 379' from DER, 22' left of centerline, up to 200' AGL/2039' MSL. Trees and terrain beginning 1844' from DER, 17' right of centerline, up to 100' AGL/1779' MSL. **Rwy 25,** trees beginning 867' from DER, 45' left of centerline, up to 100' AGL/1679' MSL. Trees and vehicle on road beginning 57' from DER, 82' right of centerline, up to 100' AGL/1539' MSL.

SKANEATELES, NY

SKANEATELES AERO DROME

TAKE-OFF MINIMUMS: **Rwys 10,28,** 300-1.

SOMERVILLE, NJ

SOMERSET (SMQ)
AMDT 3 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 17, 26, 35,** NA-Environmental. **Rwy 12,** std. w/ min. climb of 400' per NM to 1000 or 700-3 w/ min. climb of 285' per NM to 1400, or 1100-2½ for climb in visual conditions. **Rwy 30,** std. w/ min. climb of 500' per NM to 600 or 300-2 or min. climb of 205' per NM to 1600, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 122° to 1000 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course. **Rwy 30,** climb heading 302° to 1300 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course.

NOTE: **Rwy 12,** trees beginning at departure end of runway, 345' left of centerline, up to 100' AGL/219' MSL. Trees beginning 600' from departure end of runway, left to right of centerline, up to 100' AGL/219' MSL. Trees beginning 3188' from departure end of runway, left to right of centerline, up to 100' AGL/279' MSL. **Rwy 30,** trees beginning at departure end of runway, 85' right of centerline, up to 100' AGL/199' MSL. Trees beginning at departure end of runway, 110' left of centerline, up to 99' AGL/199' MSL. Trees beginning 1451' from departure end of runway, left to right of centerline, up to 100' AGL/199' MSL. Trees beginning 2748' from departure end of runway, 1147' left of centerline, up to 100' AGL/259' MSL.

SOUTH BETHLEHEM, NY

SOUTH ALBANY (4B0)

ORIG 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1¾ or std. w/ min. climbo f 290' per NM to 600. **Rwy 19,** std. w/ min. climb of 415' per NM to 2000 or 1700-1½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 008° to 2000 before proceeding on course. **Rwy 19,** climb via heading 188° to 2000 or for climb in visual conditions; cross South Albany airport at or above 1700 before proceeding on course. Do not exceed 180 knots until crossing South Albany airport on course.

NOTE: **Rwy 1,** vehicles on road beginning 315' from DER, left to right of centerline, up to 15' AGL/234' MSL. Vehicles on road 17' from DER, 467' left of centerline, 15' AGL/224' MSL. Trees 523' from DER, 425' right of centerline, up to 100' AGL/299' MSL. Stacks 1.3 NM from DER, 1522' right of centerline, 195' AGL/435' MSL. **Rwy 19,** trains beginning 23' from DER, left and right of centerline, 23' AGL/318' MSL.

STORMVILLE, NY

STORMVILLE

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1. **Rwy 6**, 1200-1.

DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000. **Rwy 24**, climbing right turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000.

SUSSEX, NJ

SUSSEX

TAKE-OFF MINIMUMS: **Rwy 3**, 700-1. **Rwy 21**, 500-1.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1200, then climbing right turn to 3000 direct SAX VORTAC, then climb on course. **Rwy 21,** climb runway heading to 1500, then climb on course.

SYRACUSE, NY

SYRACUSE HANCOCK INTL

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1500 before turning southbound. **Rwy 15**, climb runway heading to 2800 before turning southbound. **Rwy 28,** climb runway heading to 1100 before turning southbound. **Rwy 33,** climb runway heading to 1000 before turning southbound.

TETERBORO, NJ

TETERBORO (TEB)

AMDT6 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-2¼ or std. w/ min. climb of 294' per NM to 500. **Rwy 6,** 300-1½ or std. w/ min. climb of 263' per NM to 400. **Rwy 19,** 600-2¼ or std. w/ min. climb of 352' per NM to 700.

DEPARTURE PROCEDURE: **Rwys 1,6,** climb heading 040° to 900 before proceeding on course. **Rwy 19,** climb heading 195° to 900 then climbing right turn via BWZ VORTAC R-104 to 2000 before proceeding on course. **Rwy 24,** climb heading 240° to 1100 before proceeding on course.

NOTE: **Rwy 1**, vents and trees beginning 195' from DER, 507' left of centerline, up to 73' AGL/82' MSL. Poles and trees beginning 903' from DER, 136' right of centerline, up to 44' AGL/53' MSL. Antenna 5900' from DER, 1519' left of centerline, 155' AGL/224' MSL. Building 1.8 NM from DER, 787' right of centerline, 249' AGL/314' MSL. **Rwy 6,** sign, poles, buildings, and trees beginning 235' from DER, 10' left of centerline, up to 106' AGL/115' MSL.Building, poles, and trees beginning 335' from DER, 101' right of centerline, up to 92'AGL/101' MSL. Stack 1.2 NM from DER, 654' right of centerline, 230' AGL/240' MSL. **Rwy 19,** vent on building and trees beginning 215' from DER, 1' left of centerline, up to 77' AGL/86' MSL. Blast fence, poles, and trees beginning 185' from DER, 117' right of centerline, up to 83' AGL/92' MSL. Tower 1.9 NM from DER, 1621' right of centerline, 500' AGL/510' MSL. **Rwy 24**, sign and trees beginning 3347' from DER, 535' right of centerline, up to 125' AGL/134' MSL.

TICONDEROGA, NY

TICONDEROGA MUNI

TAKE-OFF MINIMUMS: **Rwy 20,** 800-2 or std. with a min. climb of 330' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 3800 before proceeding on course. **Rwy 20,** climbing left turn to 2400 via heading 165° before proceeding on course.

TOMS RIVER, NJ

ROBERT J. MILLER AIR PARK

NOTE: **Rwy 6,** trees beginning 116' from departure end of runway, 2' left of centerline, up to 52' AGL/121' MSL. Trees beginning 333' from departure end of runway, 163' right of centerline, up to 60' AGL/169' MSL. **Rwy 24,** tree 1338' from departure end of runway, 730' right of centerline, 31' AGL/120' MSL.

TRENTON, NJ

TRENTON MERCER

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 750 before turning east. **Rwy 24**, climb runway heading to 400 before turning.

VINCENTOWN, NJ

RED LION (N73)
AMDT 1 09071 (FAA)

NOTE: **Rwy 5,** trees 1095' from DER, 90' left of centerline, 100' AGL/149' MSL. Trees 1816' from DER, 864' right of centerline, 100' AGL/159' MSL. Trees 2242' from DER, 41' right of centerline, 100' AGL/159' MSL. **Rwy 23,** trees 24' from DER, 373' right of centerline, 100' AGL/150' MSL. Trees 178' from DER, 185' right of centerline, 100' AGL/159' MSL. Trees 85' from DER, 139' right of centerline, 100' AGL/150' MSL.

VINELAND, NJ

KROELINGER

TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

WATERTOWN, NY

WATERTOWN INTL (ART)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ min. climb of 229' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 090° to 800 before turning right.

NOTE: **Rwy 7,** vehicle on road and trees beginning 538' from departure end of runway, 407' left of centerline, up to 61' AGL/380' MSL. Trees 1366' from departure end of runway, 32' left of centerline, 46' AGL/375' MSL. Trees beginning 785' from departure end of runway, 494' right of centerline, up to 57' AGL/386' MSL. Trees beginning 1787' from departure end of runway, 98' right of centerline, up to 70' AGL/399' MSL. **Rwy 10,** bushes and trees beginning 127' from departure end of runway, 124' right of centerline, up to 46' AGL/388' MSL. Trees 7050' from departure end of runway, 1750' right of centerline, 70' AGL/529' MSL. **Rwy 28,** trees beginning 784' from departure end of runway, 124' left of centerline, up to 61' AGL/360' MSL. Trees beginning 920' from departure end of runway, 220' right of centerline, up to 87' AGL/386' MSL.

WEEDSPORT, NY

WHITFORDS

TAKE-OFF MINIMUMS: **Rwys 1, 10, 19, 28,** 300-1.

WELLSVILLE, NY

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD

DEPARTURE PROCEDURE: **Rwys 10,28,** climb runway heading to 2500 before proceeding on course.

WEST MILFORD, NJ

GREENWOOD LAKE

TAKE-OFF MINIMUMS: **Rwy 24,** 400-2 or std. with a min. climb of 280' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climb runway heading to 1400 before proceeding on course.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb of 220' per NM to 300.

WHEELER-SACK AAF (KGTB)

FORT DRUM, NY . . . . . AMDT 5, 09239

Rwy 15, Standard with minimum climb of 250 ft/NM to 3100.

Rwy 21, Standard with minimum climb of 250 ft/NM to 3100.

DEPARTURE PROCEDURE: **Rwy 26,** Climb hdg 263° to 1400 before turning left.

TAKE-OFF OBSTACLES: **Rwy 3:** Trees 100' AGL/759' MSL, 2467' from DER, 896' left of centerline. **Rwy 8:** Trees 62' AGL/747' MSL, 441' from DER, 524' right of centerline. Trees 62' AGL/747' MSL, 1887' from DER, 125' right of centerline. Fenceline 11' AGL/696' MSL, 314' from DER, 367' right of centerline. **Rwy 15:** Trees 60' AGL/747' MSL, 1402' from DER, 535' left of centerline. **Rwy 26:** Trees 42' AGL/717' MSL, 1293' from DER, 614' right of centerline. Trees 13' AGL/688' MSL, 186' from DER, 463' right of centerline. **Rwy 33:** Trees 47' AGL/710' MSL, 1224' from DER, 609' right of centerline.

WHITE PLAINS, NY

WESTCHESTER COUNTY (HPN)
AMDT 6 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 200-1½ or std. w/ min. climb of 230' per NM to 700, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11,** trees beginning 170' from departure end of runway, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from departure end of runway, 248' left of centerline, 0' AGL/392' MSL. **Rwy 16,** windsock and trees beginning 309' from departure end of runway, 187' left of centerline, up to 101' AGL/510' MSL. Trees beginning 1005' from departure end of runway, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from departure end of runway, 604' left of centerline, up to 105' AGL/510' MSL. Terrian 273' from departure end of runway, 515' left of centerline, 0' AGL/387' MSL. **Rwy 34,** windsock 167' from departure end of runway, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from departure end of runway, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from departure end of runway, 751' right of centerline, up to 104' AGL/504' MSL. Obstuction light on DME 605' from departure end of runway, 263' right of centerline, 20' AGL/454' MSL. **Rwy 29,** trees beginning 6' from departure end of runway, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from departure end of runway, 228' left of centerline, up to 108' AGL/488' MSL. Tank 1.19 NM from departure end of runway, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from departure end of runway, 485' right of centerline, 23' AGL/417' MSL.

WILDWOOD, NJ

CAPE MAY COUNTY

TAKE-OFF MINIMUMS: **Rwy 10,** 300-2 or std. with a min. climb of 260' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 190° to 700 before turning left.

NOTE: **Rwy 1,** multiple trees beginning 212' from departure end of runway, 187' left of centerline, up to 72' AGL/86' MSL. Multiple trees beginning 169' from departure end of runway, 314' right of centerline, up to 42' AGL/59' MSL. Road 197' from departure end of runway 240' right of centerline, 15' AGL/30' MSL. Road 265' from departure end of runway, on runway centerline, 15' AGL/29' MSL. **Rwy 10,** multiple trees beginning 42' from departure end of runway, 262' left of centerline, up to 60' AGL/77' MSL. Multiple trees beginning 1004' from departure end of runway, 441' left of centerline, up to 77' AGL/94' MSL. Tower 1.52 NM from departure end of runway, 643' left of centerline, 309' AGL/84' MSL. **Rwy 19,** multiple trees beginning 669' from departure end of runway, 397' left of centerline, up to 73' AGL/90' MSL. Multiple trees beginning 1010' from departure end of runway, 46' right of centerline, up to 62' AGL/90' MSL. Fence 80' from departure end of runway, 507' right of centerline, 18' AGL/30' MSL. **Rwy 28,** multiple trees beginning 74' from departure end of runway, 460' left of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 1235' from departure end of runway, 496' right of centerline, up to 74' AGL/88' MSL.

WILLIAMSON/SODUS, NY

WILLIAMSON-SODUS (SDC)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-2 or std. w/ min. climb of 427' per NM to 700.

NOTE: **Rwy 10,** trees beginning 26' from departure end of runway, 296' right of centerline, up to 76' AGL/625' MSL. Trees beginning 257' from departure end of runway, 310' left of centerline, up to 56' AGL/655' MSL. Vehicles on roadway, 339' from departure end of runway, 377' right of centerline, 15' AGL/451' MSL. Pole 360' from departure end of runway, 122' left of centerline, 29' AGL/448' MSL. Pole 362' from departure end of runway, 85' right of centerline, 31' AGL/450' MSL. Silo 409' from departure end of runway, 466' left of centerline, 40' AGL/459' MSL. Antenna 1.5 NM from departure end of runway, 662' left of centerline, 100' AGL/659' MSL. Antenna 1.6 NM from departure end of runway, 400' left of centerline, 106' AGL/715' MSL. **Rwy 28,** trees beginning abeam departure end of runway, 188' left of centerline, up to 110' AGL/549' MSL. Trees beginning 72' from departure end of runway, 266' right of centerline, up to 93' AGL/522' MSL. Building 204' from departure end of runway, 271' right of centerline, 12' AGL/441' MSL. Fence 312' from departure end of runway, 59' left of centerline, 6' AGL/435' MSL. Pole 338' from departure end of runway, 271' left of centerline, 32' AGL/461' MSL. Vehicles on roadway 357' from departure end of runway, 382' left of centerline, 15' AGL/460' MSL. Building 497' from departure end of runway, 339' left of centerline, 21' AGL/450' MSL.

WOODBINE, NJ

WOODBINE MUNI (OBI)

AMDT 2 09239 (FAA)

NOTE: **Rwy 1,** trees beginning 182' from DER, 284' left of centerline up to 100' AGL/134' MSL. Trees beginning 38' from DER, 290' right of centerline up to 100' AGL/144' MSL. Train 387' from DER, 596' left of centerline up to 23 ' AGL/57' MSL. **Rwy 13,** trees beginning 4' from DER, 277' left of centerline up to 100' AGL/134' MSL. Trees beginning 2395' from DER, 865' right of centerline up to 100' AGl/134' MSL. **Rwy 19,** trees beginning 4' from DER, 284' left of centerline up to 100' AGL/129' MSL. Trees beginning 178' from DER, 212' right of centerline up to 100' AGL/124' MSL. **Rwy 31,** trees beginning 261' from DER, 529' right of centerline up to 100' AGL/144' MSL. Trees beginning 107' from DER, 288' left of centerline up to 100' AGL/144' MSL. Railroad 900' from DER left to right 23' AGL/63' MSL.

WURTSBORO, NY

WURTSBORO-SULLIVAN COUNTY

TAKE-OFF MINIMUMS: **Rwys 5,9,14,18,27,32,36,** NA-obstacles. **Rwy 23,** std. with a min. climb of 388' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 23,** climb via heading 228° to 2100 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 6594' from departure end of runway, 2150' right of centerline, 100' AGL/793' MSL to 100' AGL/957' MSL.

APP CRS	Rwy Idg	3268
071°	TDZE	838
	Apt Elev	840

RNAV (GPS) RWY 7
AKRON (9G3)

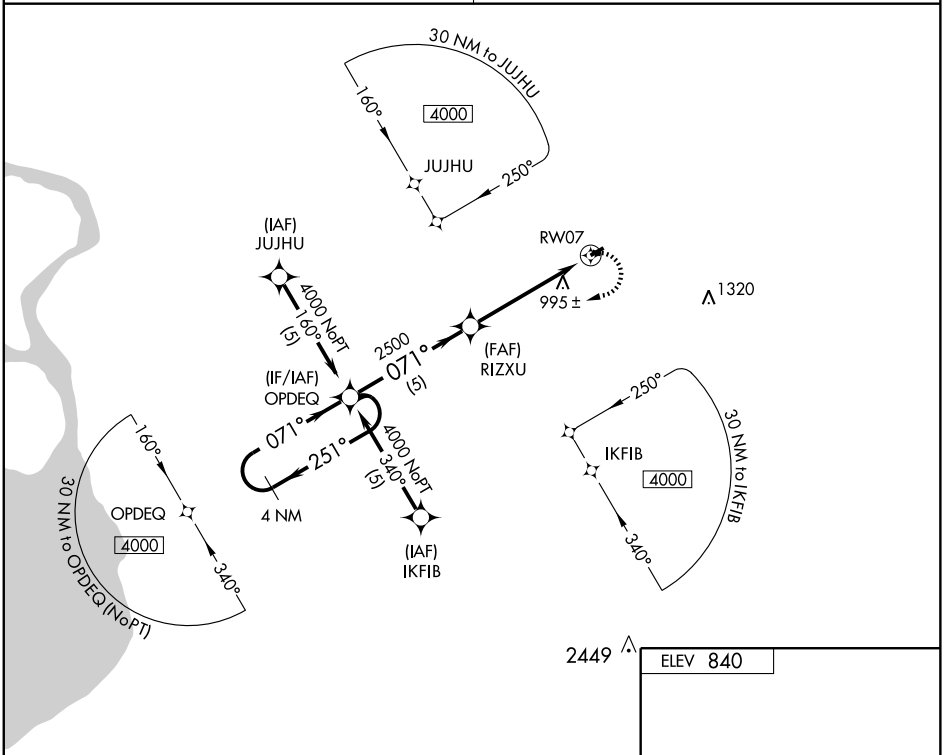
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Buffalo altimeter setting.

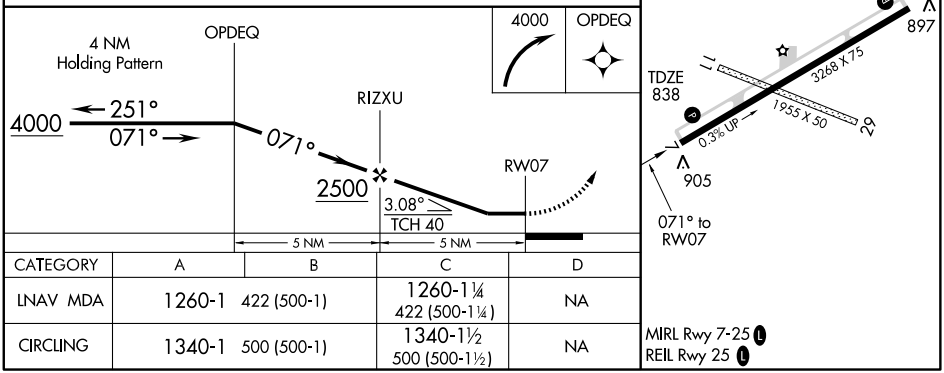
NA

MISSED APPROACH: Climbing right turn to 4000 direct OPDEQ WP and hold.

BUFFALO APP CON
126.15 263.125

UNICOM
122.725 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1260-1	422 (500-1)	1260-1¼ 422 (500-1¼)	NA
CIRCLING	1340-1	500 (500-1)	1340-1½ 500 (500-1½)	NA

MIRL Rwy 7-25 L
REIL Rwy 25 L

NE-2, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 25

AKRON (9G3)

APP CRS	Rwy Idg	3268
251°	TDZE	840
	Apt Elev	840

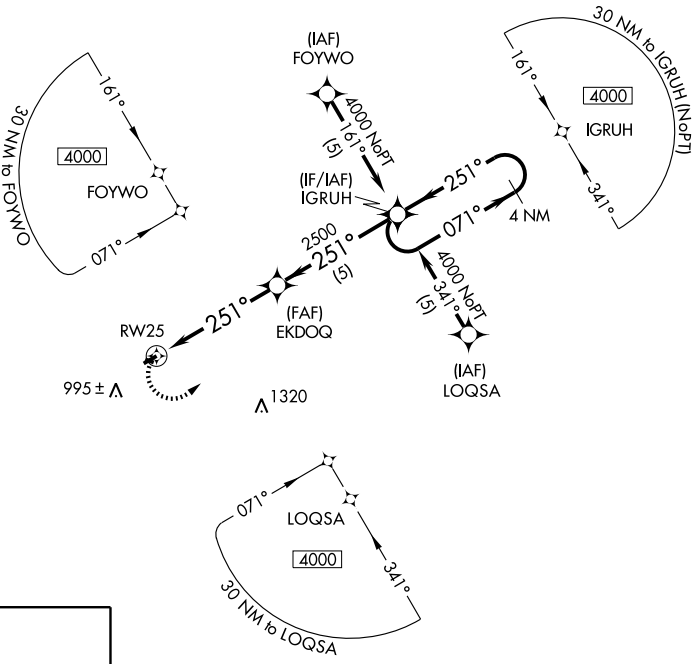
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Buffalo altimeter setting.

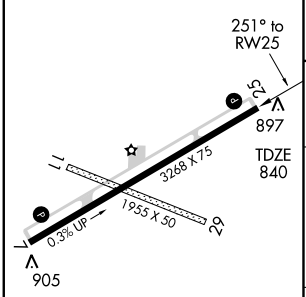
NA

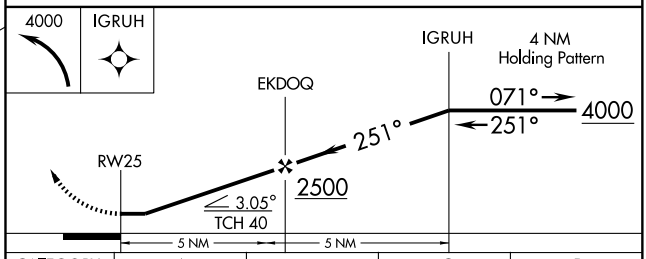
MISSED APPROACH: Climbing left turn to 4000 direct IGRUH WP and hold.

BUFFALO APP CON
126.15 263.125

UNICOM
122.725 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1300-1	460 (500-1)	1300-1¼ 460 (500-1¼)	NA
CIRCLING	1340-1	500 (500-1)	1340-1½ 500 (500-1½)	NA

MIRL Rwy 7-25 L
REIL Rwy 25 L

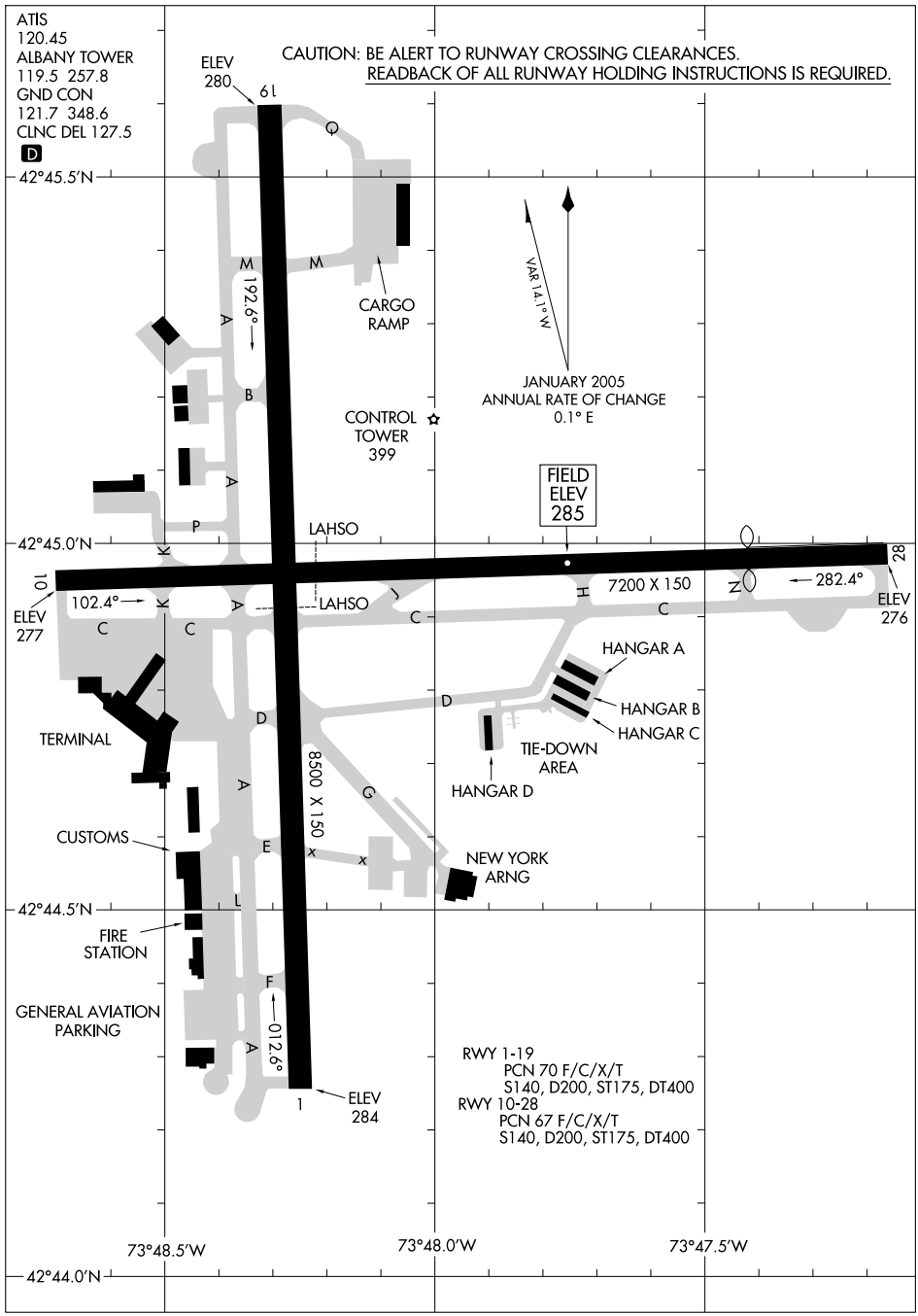
NE-2. 14 JAN 2010 to 11 FEB 2010

09183

AIRPORT DIAGRAM

AL-10 (FAA)

ALBANY INTL (ALB)
ALBANY, NEW YORK

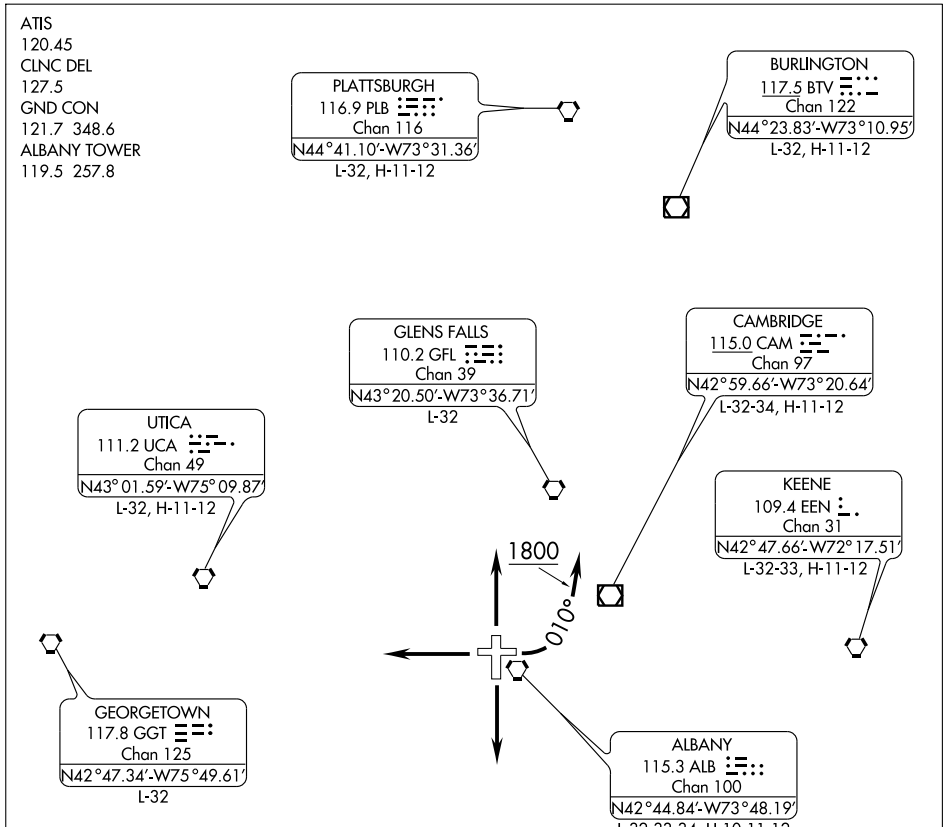


NE-2, 14 JAN 2010 to 11 FEB 2010

ALBANY THREE DEPARTURE

SL-10 (FAA)

ALBANY INTL (ALB)
ALBANY, NEW YORK



NOTE: Turbojets filed over SYR, SAX, JFK, CMK, requesting flight levels, expect a vector to the ALB R-343/25 DME. Expect on course leaving 14,000'.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed. Expect vectors to filed route or depicted fix. Expect clearance to requested altitude/flight level 10 minutes after departure.
TAKE-OFF RUNWAY 10: Left climbing turn to 1800' on heading 010° before proceeding on course or when directed by ATC climb to 1800' on heading 115° before proceeding on course.
ALL OTHER RUNWAYS: Climb runway heading.

LOC/DME I-DEJ	APP CRS	Rwy Idg	8500
109.5	011°	TDZE	285
Chan 32		Apt Elev	285

COPTER ILS or LOC/DME RWY 1

ALBANY INTL (ALB)

NA

MALSR

MISSED APPRAOCH: Climb to 800 then climbing right turn to 5000 via ALB VORTAC R-097 to WARUV Int/ALB 10 DME and hold, continue climb-in-hold to 5000.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50

ALTERNATE MISSED APCH FIX
R-340
160°
340°
CAMBRIDGE CAM
115.0
Chan 97

LOCALIZER 109.5
I-DEJ
Chan 32

115.0 CAM Chan 97
R-231
097°
277°
WARUV INT
ALB 10

723
476
455
640
526
R-097
693
463
1688
1660
2500 to DOTCA
192° (5)
ALBANY
115.3 ALB
Chan 100
411
855
(IAF)
DOTCA
ALB 5
2280
DELMY
I-DEJ 8.2
467
2123
1935
115.0 CAM Chan 97
R-221
ALB R-175
2500
011° (4.3)
(IF)
MUJIK
I-DEJ 12.5
10 NM
146°
326°
(IAF)
CIRRU INT
ALB 16
(IYIYO)
191°
2600 NoPT to MUJIK
282° (4.5)
and 011° (3.8)

MSA ALB 25 NM
3600
270°
4700
360°

DME REQUIRED

ELEV 285
D
6L
357±
359±
8500 X 150
TWR
399
398±
302±
7200 X 150
10
28
362
HIRL Rwy 1-19
MIRL Rwy 10-28
REIL Rwys 10 and 28
TDZE 285
380
384±
011° 6.7 NM from FAF

800
5000
WARUV
ALB R-097
115.3
I-DEJ
2.9
I-DEJ
1.6
DOTCA
ALB 5
Remain within 10 NM
DELMY
I-DEJ 8.2
191°
2500
011°
2500
2500
Use I-DEJ DME when on the localizer course.
GS 3.00°
TCH 55
1.3
5.3 NM

FAF to MAP 6.7 NM					
Knots	45	60	75	90	105
Min:Sec	8:56	6:42	5:22	4:28	3:50

CATEGORY	COPTER
H-ILS 1	485/12 200 (200-¼)
H-LOC 1	760/12 475 (500-¼)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6780
101°	TDZE	280
	Apt Elev	285

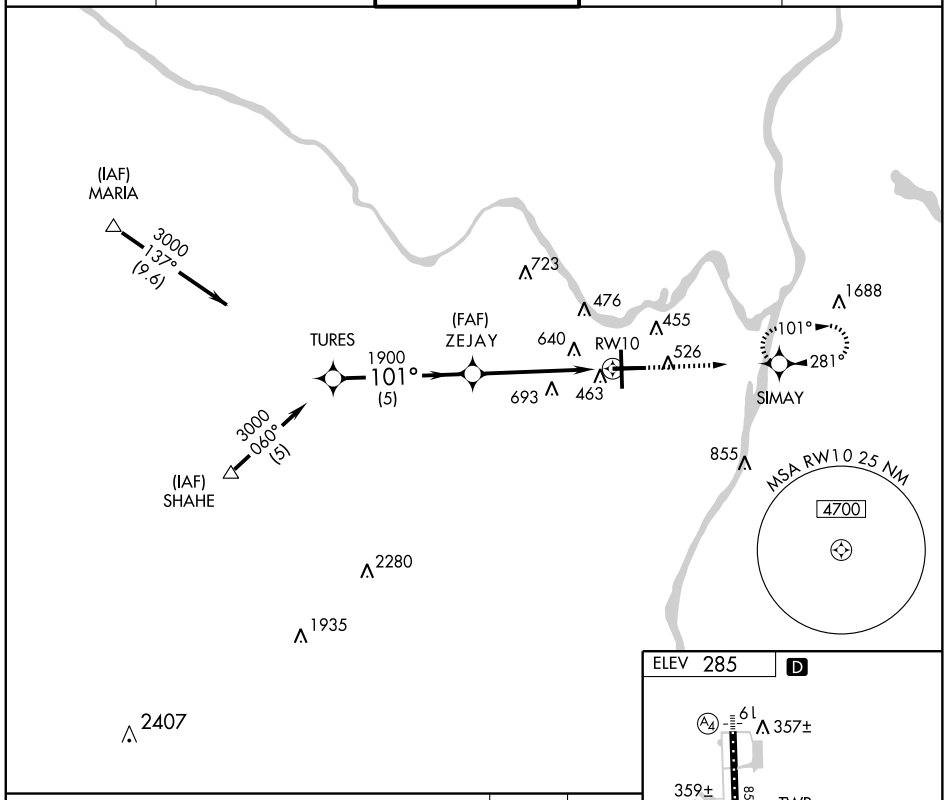
GPS RWY 10
ALBANY INTL (ALB)

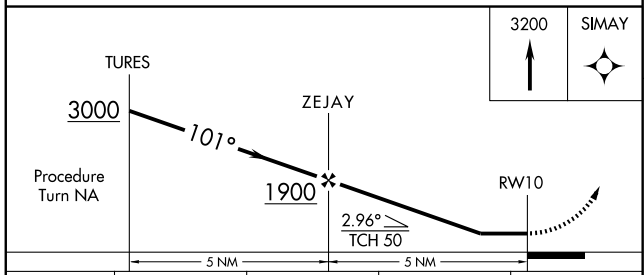
NA

Circling NA West of Rwy 1-19.

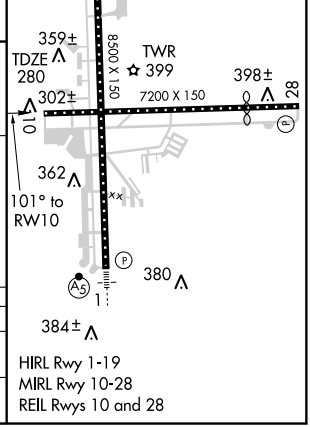
MISSED APPROACH: Climb to 3200 direct SIMAY WP and hold.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50





CATEGORY	A	B	C	D
S-10	920-1 640 (700-1)		920-1¾ 640 (700-1¾)	920-2 640 (700-2)
CIRCLING	920-1 635 (700-1)		920-1¾ 635 (700-1¾)	920-2 635 (700-2)



NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5998
281°	TDZE	285
	Apt Elev	285

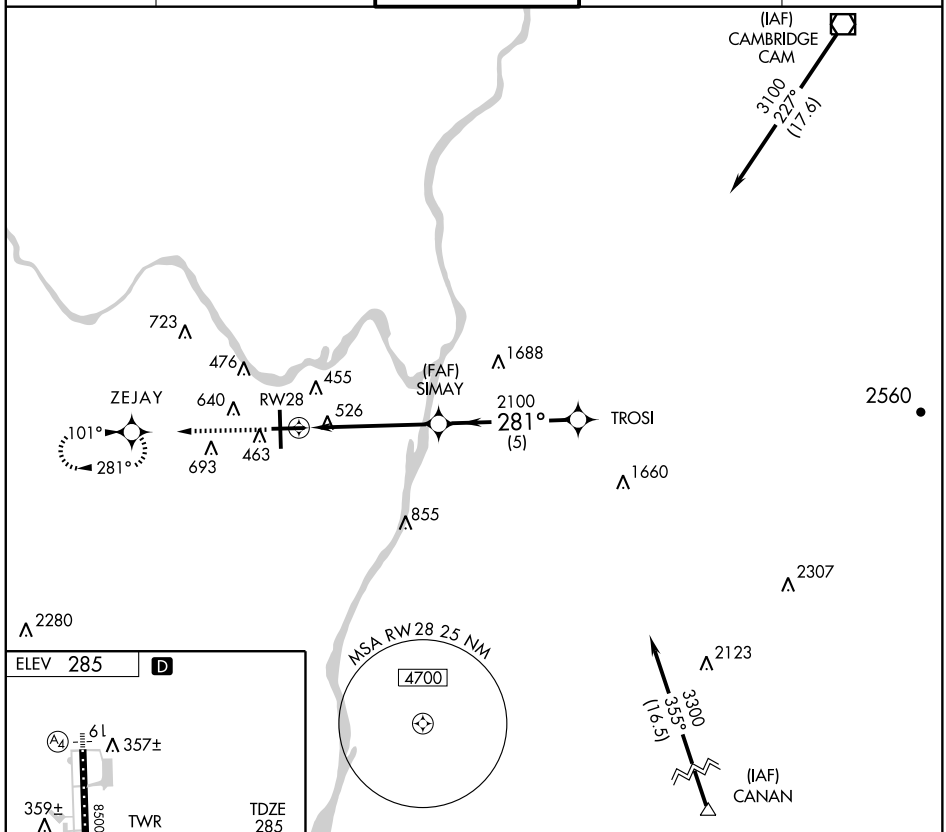
GPS RWY 28
ALBANY INTL (ALB)

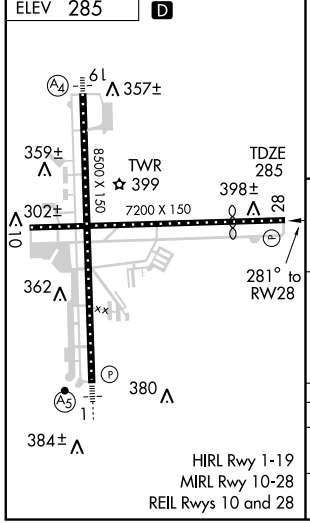
NA

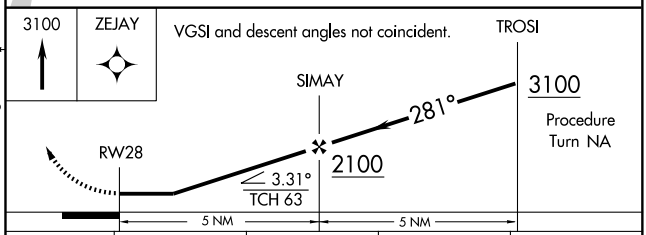
Circling NA West of Rwy 1-19

MISSED APPROACH: Climb to 3100 direct ZEJAY WP and hold.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50







CATEGORY	A	B	C	D
S-28	780-1 495 (500-1)		780-1¼ 495 (500-1¼)	780-1½ 495 (500-1½)
CIRCLING	840-1 555 (600-1)		840-1½ 555 (600-1½)	840-2 555 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-DEJ	APP CRS	Rwy Idg	8500
109.5	011°	TDZE	285
Chan 32		Apt Elev	285

ILS or LOC RWY 1

ALBANY INTL (ALB)

Circling NA West of Rwy 1-19.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPRAOCH: Climb to 800 then climbing right turn to 5000 via CAM VOR/DME R-251 to CAM VOR/DME and hold.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50

DME or RADAR REQUIRED

LOCALIZER 109.5
I-DEJ
Chan 32

ALBANY
115.3 ALB
Chan 100

115.0 CAM
Chan 97

R-251

MISSED APCH FIX

CAMBRIDGE
CAM
115.0
Chan 97

R-340
160°
340°
R-251

476 455 640 526 463 380 693 411± 1688 1660 855 2280 2123 1935

FLEIG
I-DEJ 6.4
RADAR

011° (6.1) 1900

R-175

R-221

(IF/IAF)
MUJIK
I-DEJ 12.5
RADAR

1 min
191°
011°

10 NM

(IYIYO)

(IAF)
CIRRU
ALB 16

191°

3000 NoPT to MUJIK
282° (4.5)
and LOC (3.8)

MSA ALB 25 NM
3600
270°
4700
360°

ELEV 285 D

61
357±
359±
TWR
399
8500 X 150
398±
302±
7200 X 150
28
10
362
HIRL Rwy 1-19
MIRL Rwy 10-28
REIL Rwys 10 and 28
TDZE
285
380
384±
011° 4.8 NM
from FAF

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

800 | 5000 CAM R-251 | CAM 115.0

FLEIG
I-DEJ 6.4
RADAR

MUJIK
I-DEJ 12.5
RADAR

One Minute Holding Pattern

I-DEJ 2.8
I-DEJ 1.6
1900
011°
191°
011°
3000
GS 3.00°
TCH 55
1900
Use I-DEJ DME when on the localizer course.

1.2 3.6 NM 6.1 NM

CATEGORY	A	B	C	D
S-ILS 1	*485/24 200 (200-½)			
S-LOC 1	720/24 435 (500-½)		720/40 435 (500-¾)	720/50 435 (500-1)
CIRCLING	840-1 555 (600-1)		840-1½ 555 (600-1½)	840-2 555 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-ALB	APP CRS	Rwy Idg	8500
109.5	191°	TDZE	280
Chan 32		Apt Elev	285

ILS or LOC RWY 19

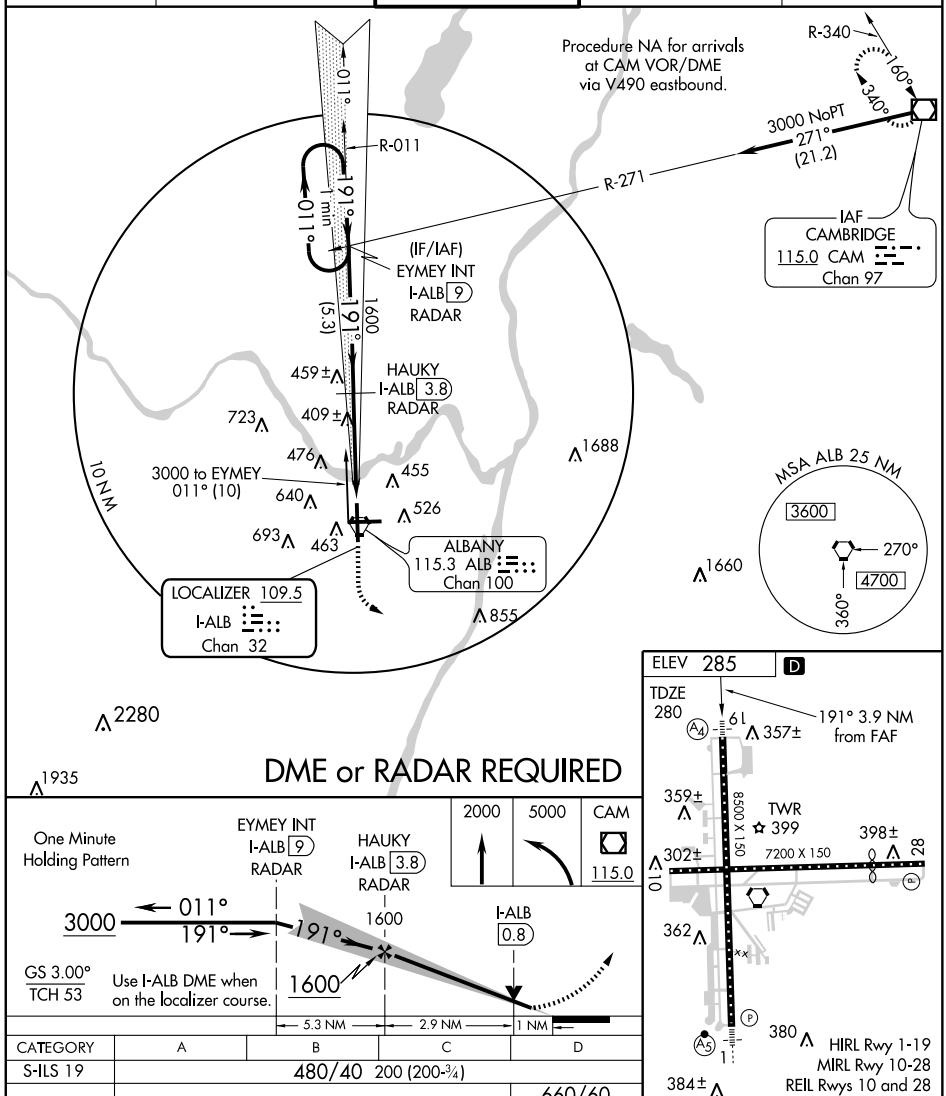
ALBANY INTL (ALB)

Circling NA West of Rwy 1-19.

MALS

MISSED APPROACH: Climb to 2000 then climbing left turn to 5000 direct CAM VOR/DME and hold.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50



CATEGORY	A	B	C	D
S-ILS 19	480/40 200 (200-¾)			
S-LOC 19	660/40 380 (400-¾)			660/60 380 (400-1¼)
CIRCLING	840-1 555 (600-1)		840-1½ 555 (600-1½)	840-2 555 (600-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8500
CH 97402	011°	TDZE	285
W01A		Apt Elev	285

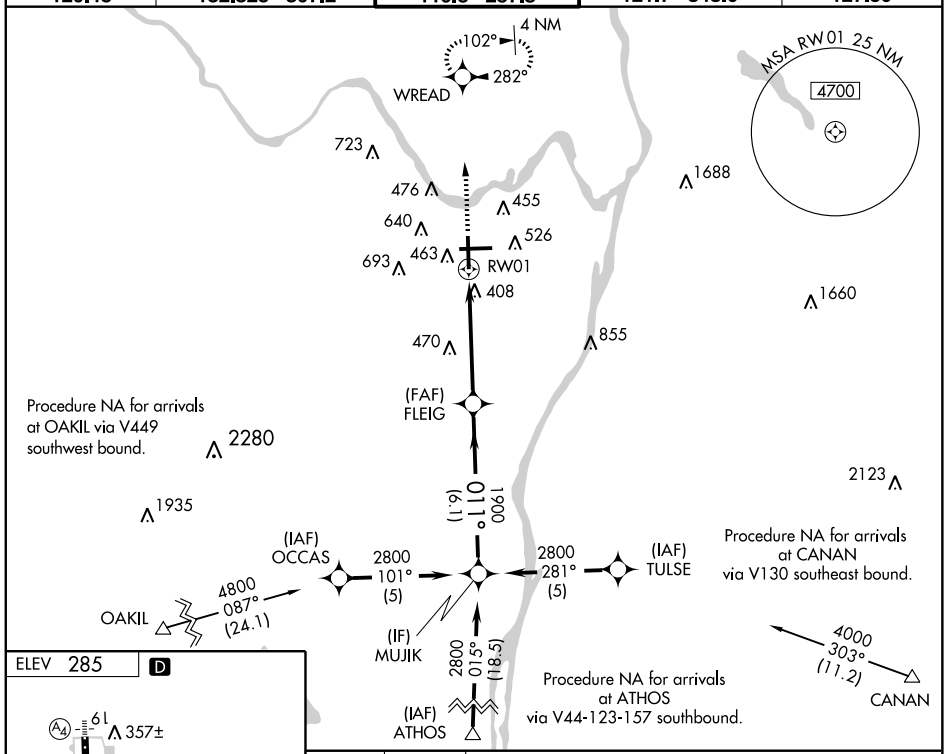
RNAV (GPS) RWY 1
ALBANY INTL (ALB)

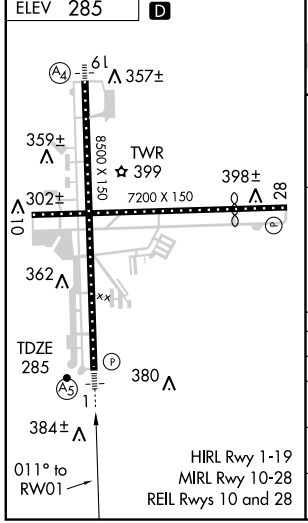
Circling NA west of Rwy 1-19. For inoperative MALSR, increase LPV all Cats visibility to RVR 4000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA.

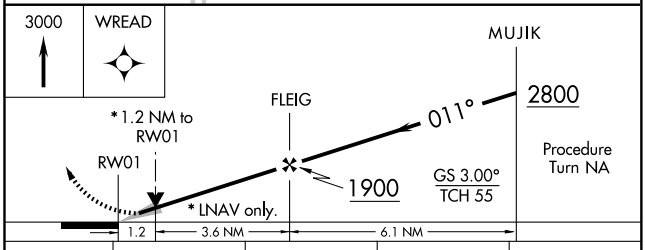
MALSR

MISSED APPROACH: Climb to 3000 direct WREAD and hold, continue climb-in-hold to 3000.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50







CATEGORY	A	B	C	D
LPV DA	535/24 250 (300-½)			
LNAV/VNAV DA	818/60 533 (600-1¼)			
LNAV MDA	720/24 435 (500-½)		720/40 435 (500-¾)	720/50 435 (500-1)
CIRCLING	840-1¾ 555 (600-1¾)			840-2 555 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8500
CH 56302	191°	TDZE	280
W19A		Apt Elev	285

RNAV (GPS) RWY 19

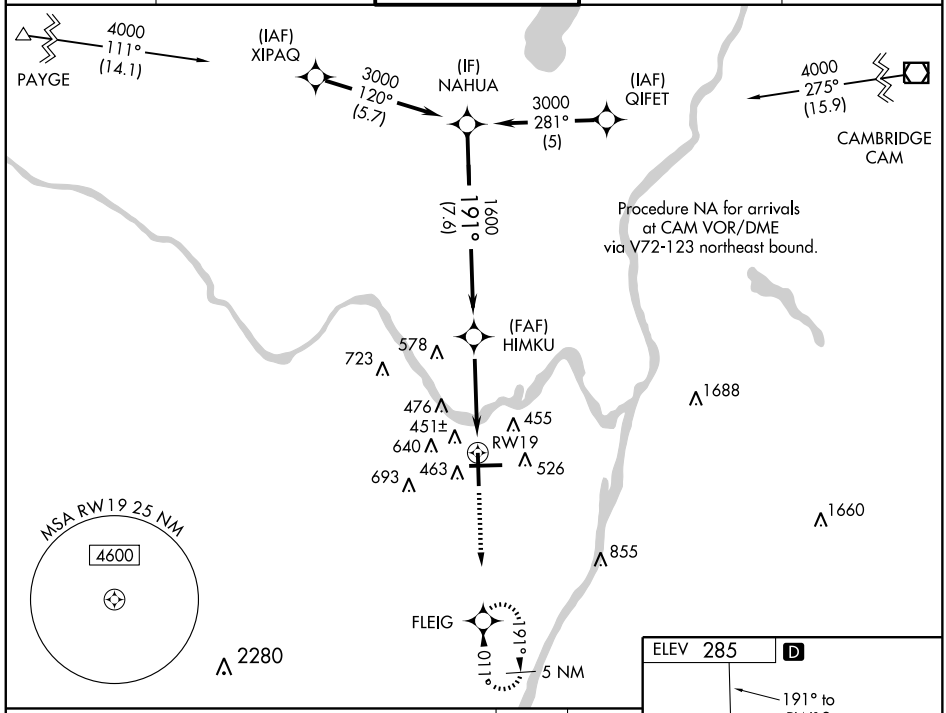
ALBANY INTL (ALB)

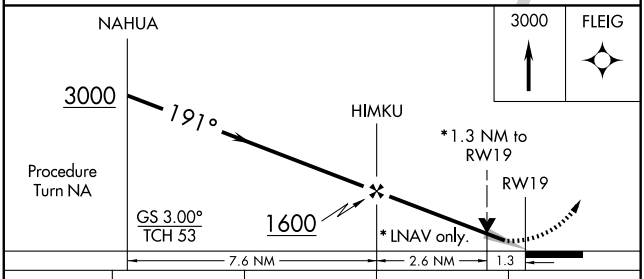
Circling NA west of Rwy 1-19. Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALS

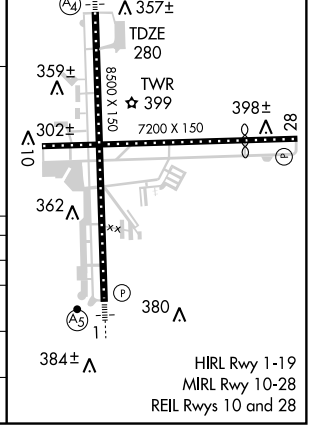
MISSED APPROACH: Climb to 3000 direct FLEIG and hold, continue climb-in-hold to 3000.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50





CATEGORY	A	B	C	D
LPV DA	530/40 250 (300-¾)			
LNAV/VNAV DA	777-1¾ 497 (500-1¾)			
LNAV MDA	760/40 480 (500-¾)		760/60 480 (500-1¼)	760-1½ 480 (500-1½)
CIRCLING	840-1 555 (600-1)		840-1½ 555 (600-1½)	840-2 555 (600-2)



NE-2. 14 JAN 2010 to 11 FEB 2010

VORTAC ALB	APP CRS	Rwy Idg	5998
115.3	275°	TDZE	285
Chan 100		Apt Elev	285

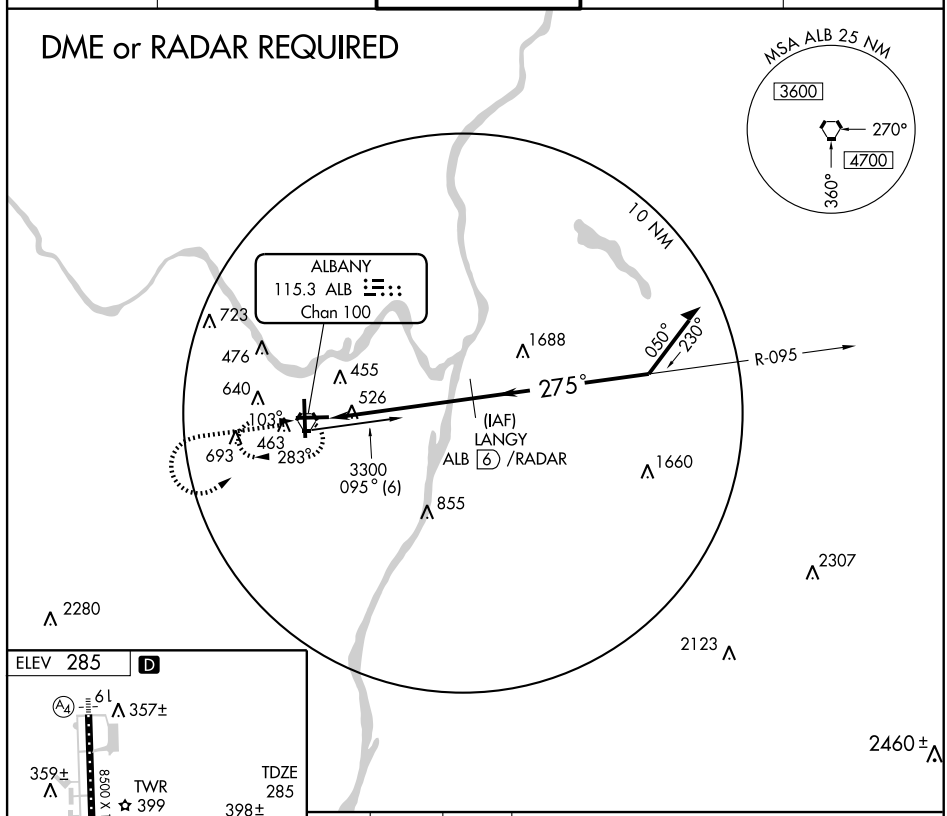
VOR RWY 28
ALBANY INTL (ALB)

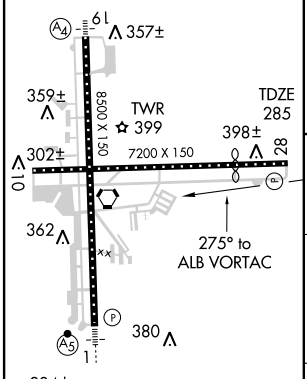
Circling NA West of Rwy 1-19.

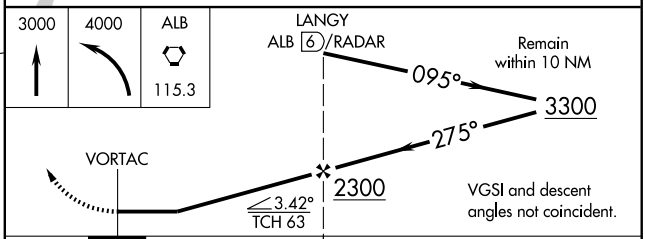
MISSED APPROACH: Climb to 3000, then climbing left turn to 4000 direct ALB VORTAC and hold.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50

DME or RADAR REQUIRED







CATEGORY	A	B	C	D
S-28	780-1 495 (500-1)		780-1¼ 495 (500-1¼)	780-1½ 495 (500-1½)
CIRCLING	840-1 555 (600-1)		840-1½ 555 (600-1½)	840-2 555 (600-2)

HIRL Rwy 1-19
MIRL Rwy 10-28
REIL Rwys 10 and 28

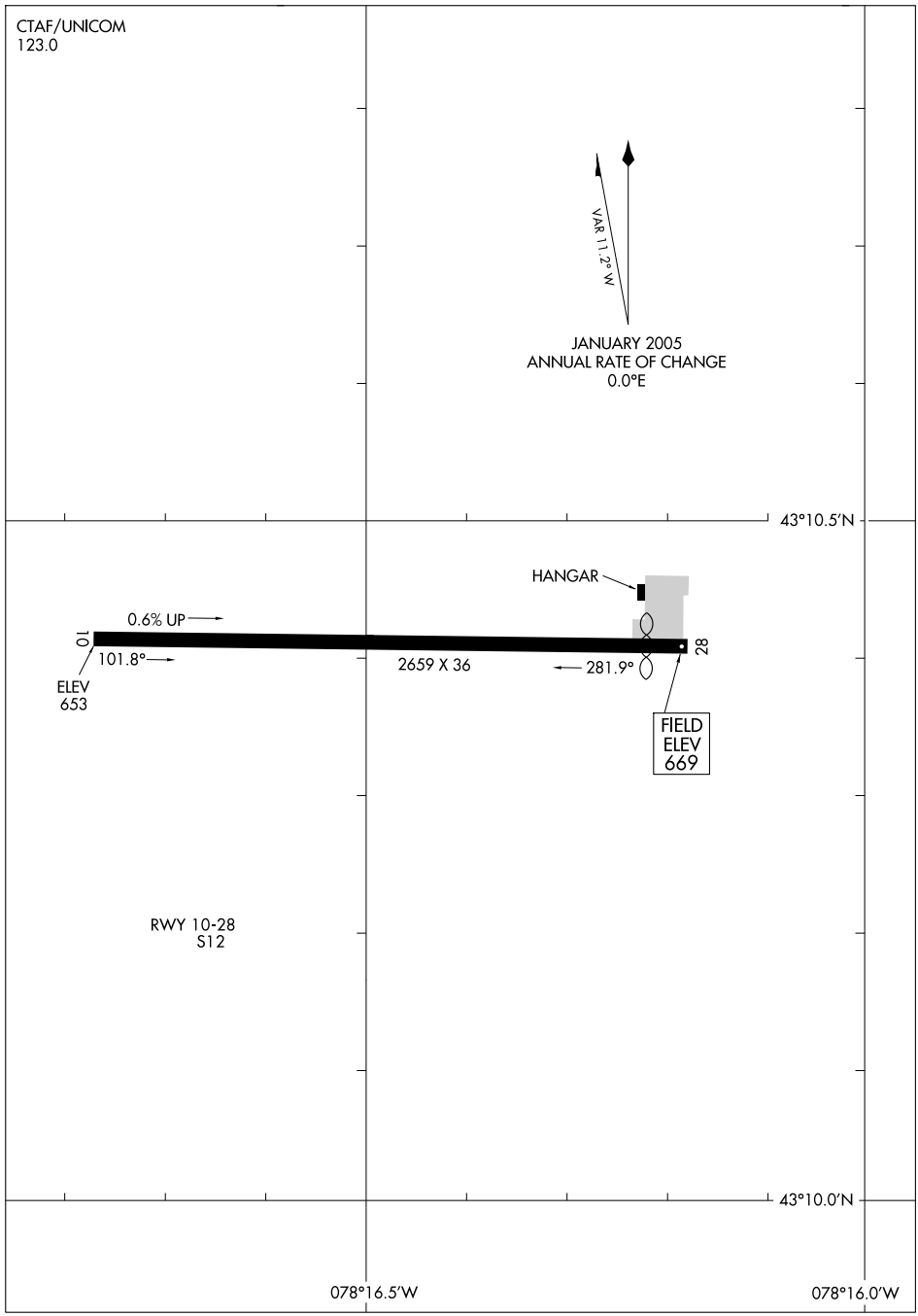
NE-2, 14 JAN 2010 to 11 FEB 2010

09071

AIRPORT DIAGRAM

AL-6495 (FAA)

ALBION/PINE HILL (9G6)
ALBION, NEW YORK



NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
059°	TDZE	N/A
	Apt Elev	669

RNAV (GPS) -B

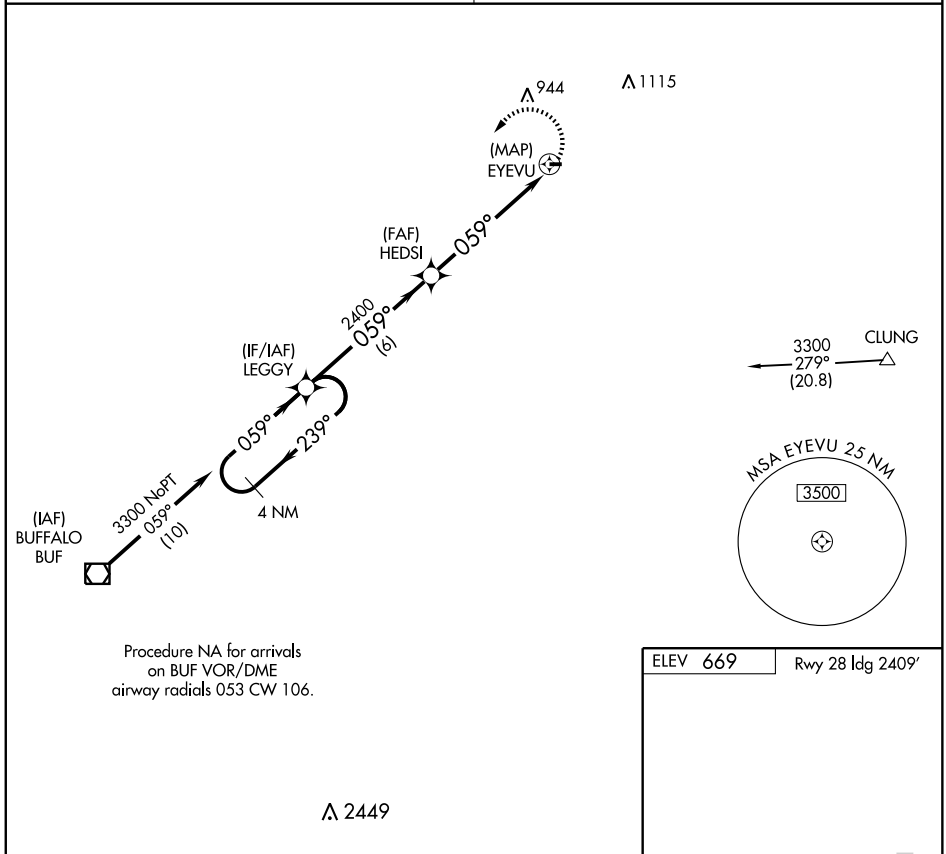
ALBION/ PINE HILL (9G6)

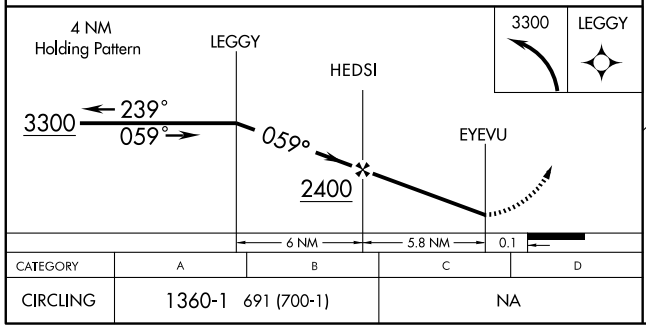
NA

DME/DME RNP-0.3 NA. Use Buffalo Niagara Intl altimeter setting, if not received use Niagara Falls Intl altimeter setting. Procedure NA at night.

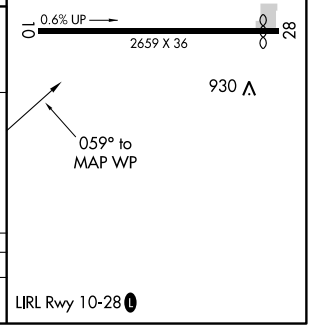
MISSED APPROACH: Climbing left turn to 3300 direct LEGGY and hold.

BUFFALO APP CON	UNICOM
126.15 263.125	123.0 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1360-1	691 (700-1)	NA	



NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-GVQ	APP CRS	Rwy Idg	5500
108.9	282°	TDZE	911
		Apt Elev	913

ILS or LOC RWY 28

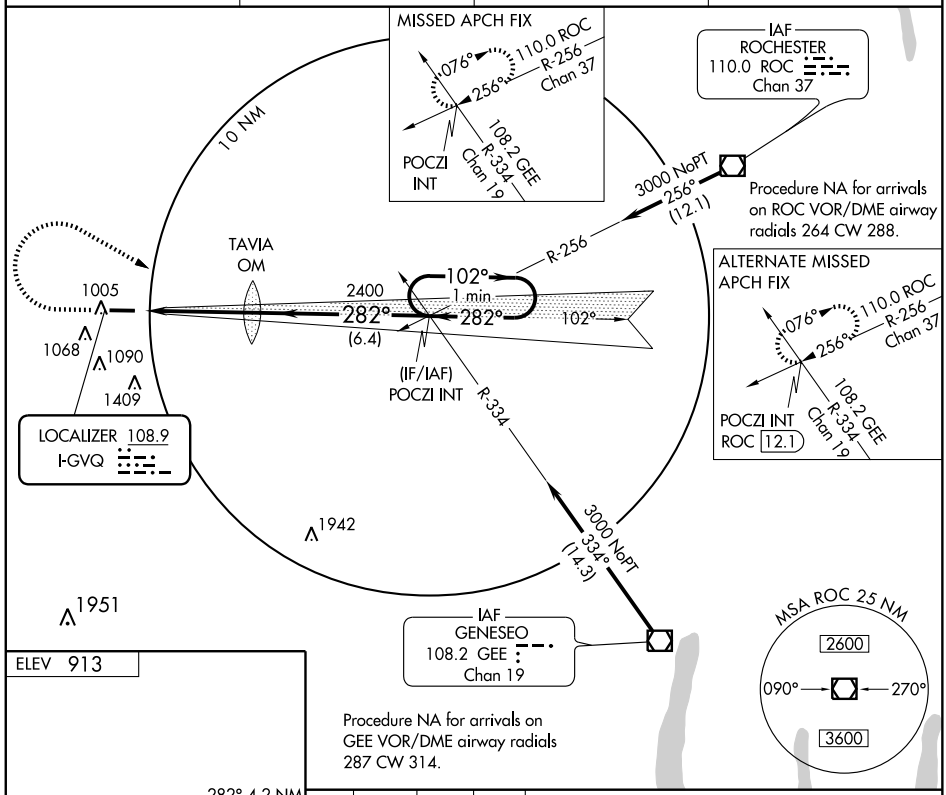
BATAVIA/GENESEE COUNTY (GVQ)

When local altimeter setting not received, use Rochester altimeter setting and increase all DA 102 feet and all MDA 120 feet; increase S-LOC 28 Cats C/D and Circling Cat D visibility ¼ mile.

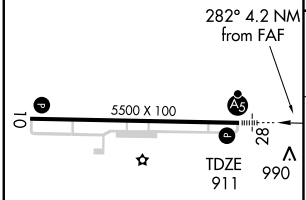
MALSR

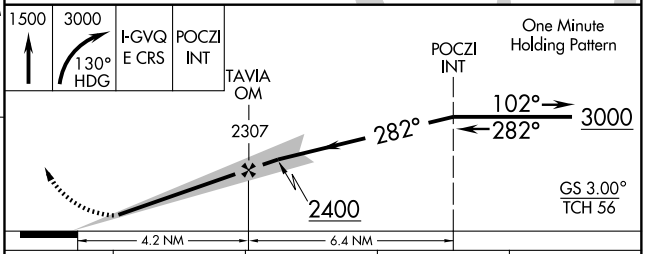
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 130° and I-GVQ east course to POCZI INT and hold.

AWOS-3	ROCHESTER APP CON	CLNC DEL	UNICOM
127.525	123.7 322.3	121.8	122.7 (CTAF) L



ELEV 913





REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-ILS 28	1111-½ 200 (200-½)			
S-LOC 28	1260-½ 349 (400-½)			1260-¾ 349 (400-¾)
CIRCLING	1380-1 467 (500-1)		1380-1½ 467 (500-1½)	1480-2 567 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 86311 W28A	APP CRS 282°	Rwy Idg 5500 TDZE 911 Apt Elev 913

RNAV (GPS) RWY 28

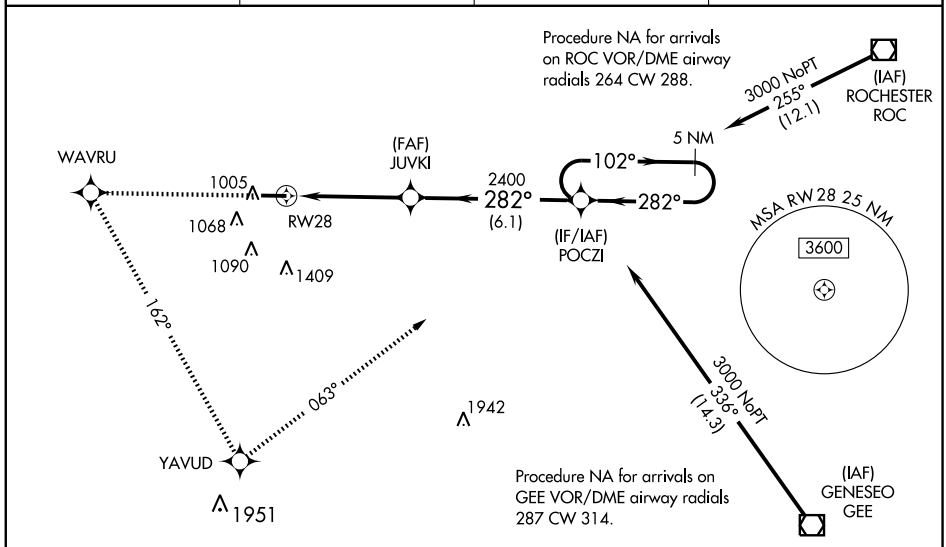
BATAVIA/GENESEE COUNTY (GVQ)

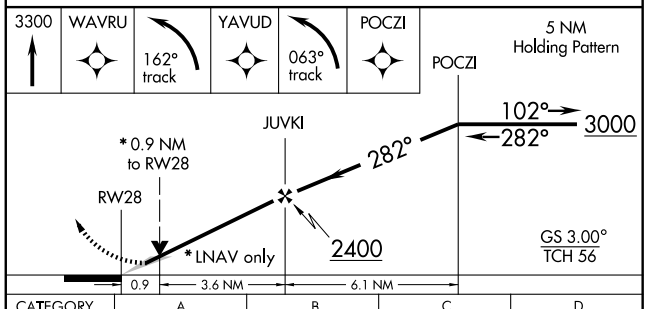
T NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rochester altimeter setting and increase all DA 102 feet and all MDA 120 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Rochester altimeter setting. For inoperative MALSR increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR, when using Rochester altimeter setting increase LPV visibility all Cats to 1¼ mile.

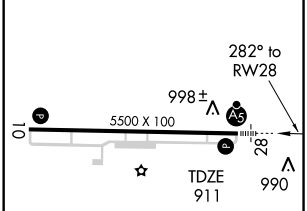
MALSR (A5)

MISSED APPROACH: Climb to 3300 direct WAVRU and left turn via 162° track to YAVUD and left turn via 063° track to POCZI and hold.

AWOS-3	ROCHESTER APP CON	CLNC DEL	UNICOM
127.525	123.7 322.3	121.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1161-½ 250 (300-½)			
LNAV/VNAV DA	1364-1 453 (500-1)			
LNAV MDA	1260-½ 349 (400-½)			1260-1 349 (400-1)
CIRCLING	1380-1 467 (500-1)		1380-1½ 467 (500-1½)	1480-2 567 (600-2)

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME GEE	APP CRS	Rwy Idg	N/A
108.2 Chan 19	311°	TDZE	N/A
		Apt Elev	913

VOR/DME-A

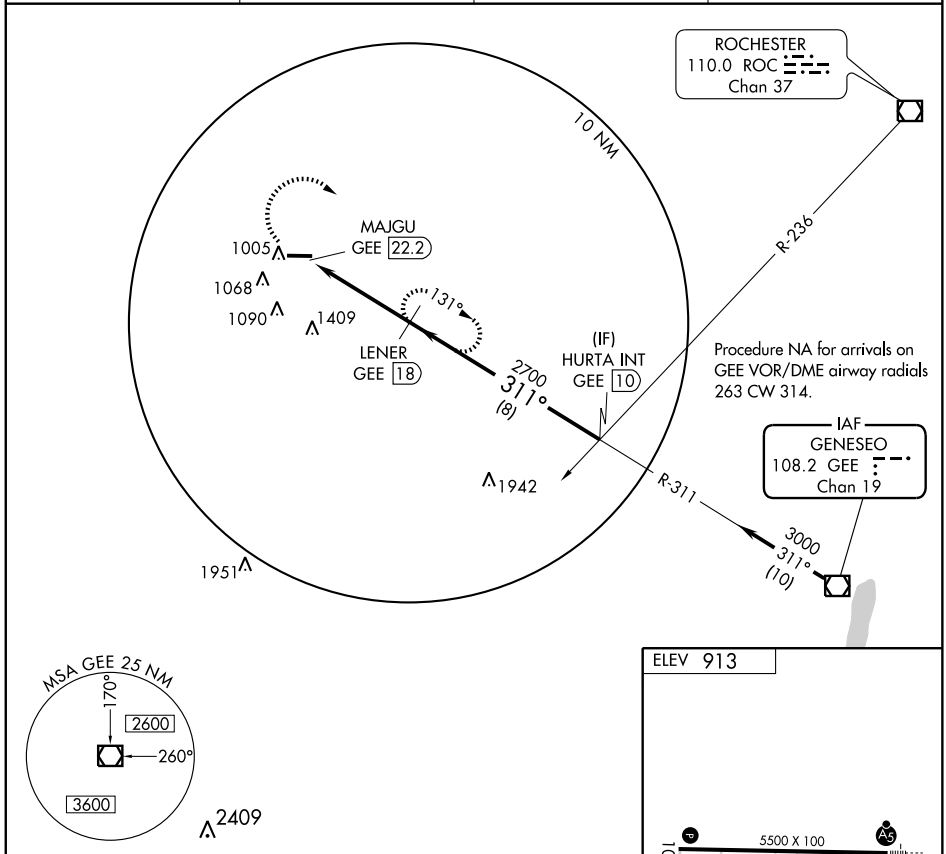
BATAVIA/GENESEE COUNTY (GVQ)

When local altimeter setting not received, use Rochester altimeter setting and increase all MDA 120 feet; increase Cat C and D visibility ½ mile.

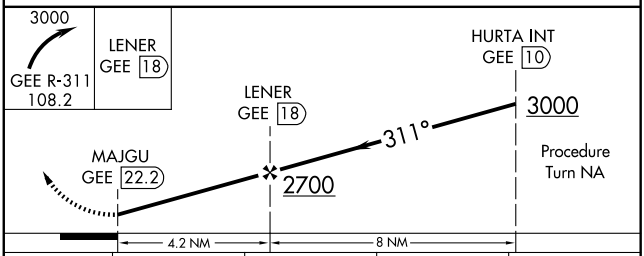
NA

MISSED APPROACH: Climbing right turn to 3000 via GEE VOR/DME R-311 to LENER/18 DME and hold, continue to climb-in-hold to 3000.

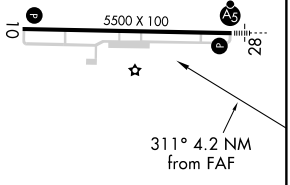
AWOS-3	ROCHESTER APP CON	CLNC DEL	UNICOM
127.525	123.7 322.3	121.8	122.7 (CTAF) L



2409



ELEV 913



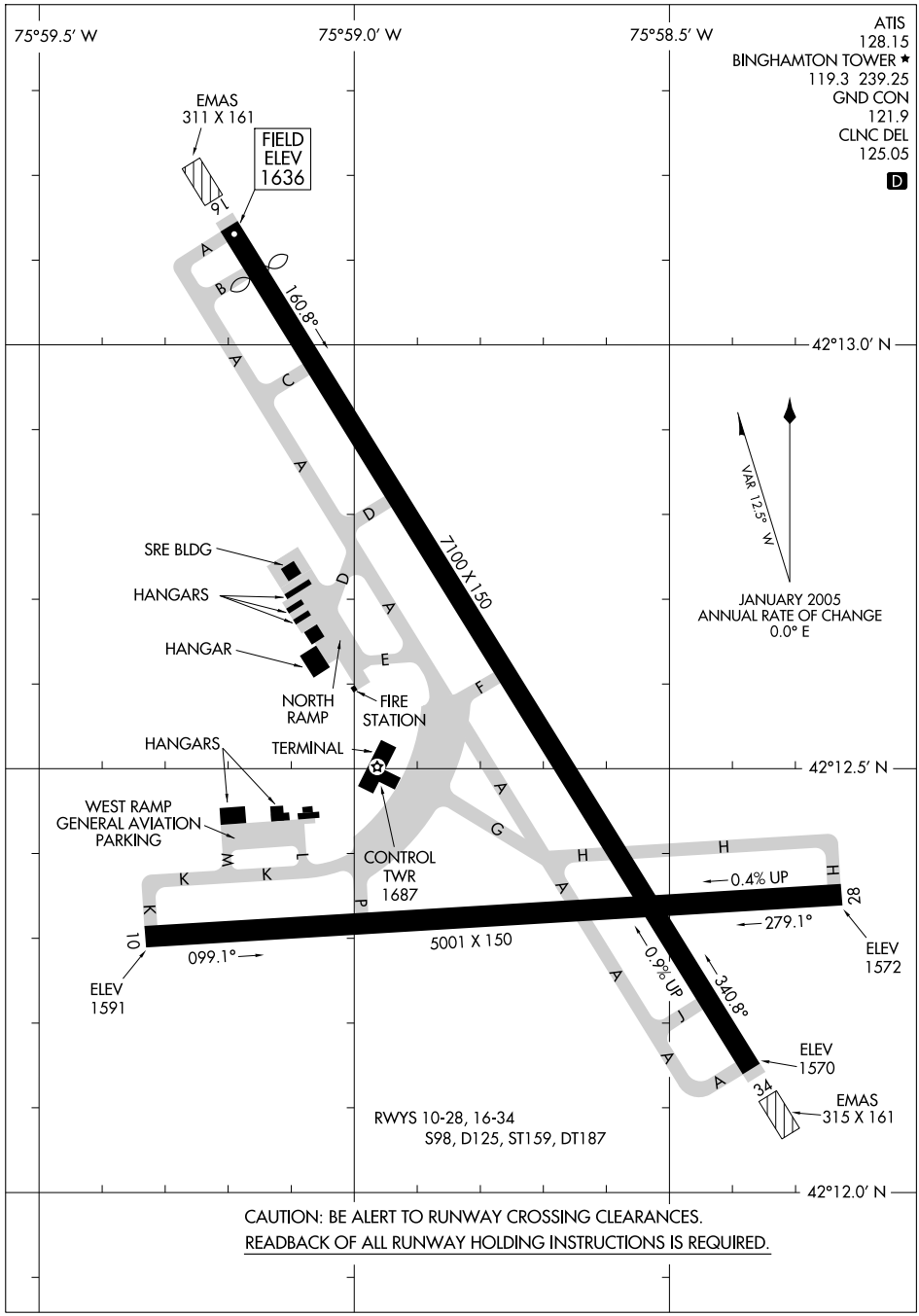
CATEGORY	A	B	C	D
CIRCLING	1620-1 707 (800-1)	1620-1¼ 707 (800-1¼)	1620-2 707 (800-2)	1620-2¼ 707 (800-2¼)

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

NE-2, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)
AL-20 (FAA)
BINGHAMTON, NEW YORK



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-AAJ	APP CRS	Rwy Idg	6700
110.3	158°	TDZE	1634
		Apt Elev	1636

BINGHAMTON/
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

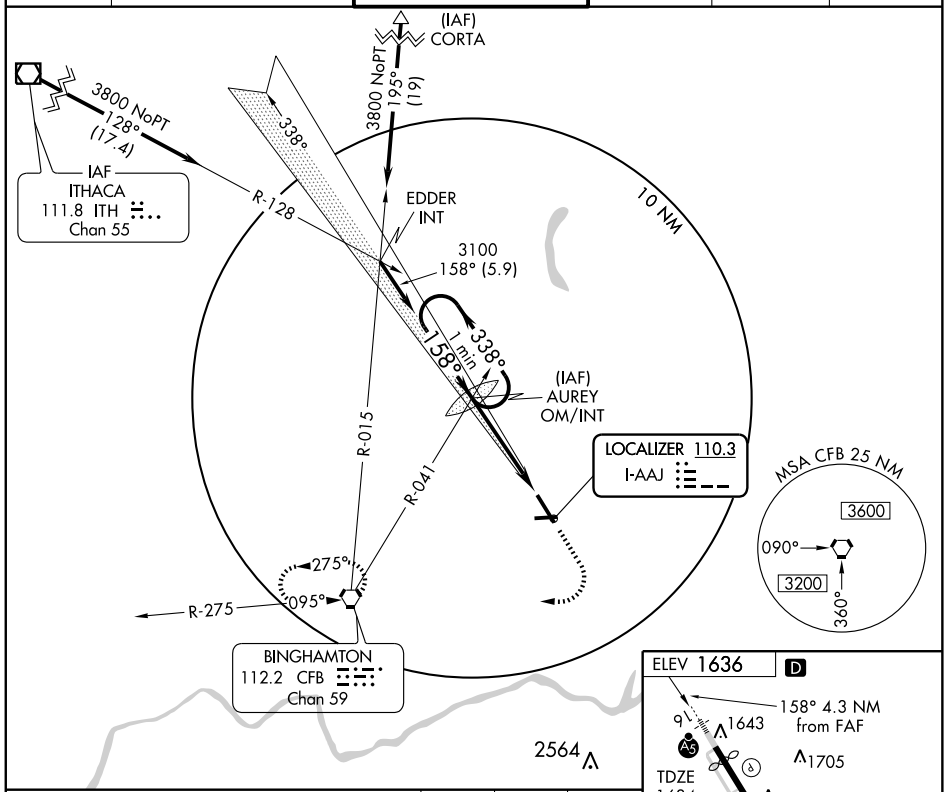
ILS RWY 16

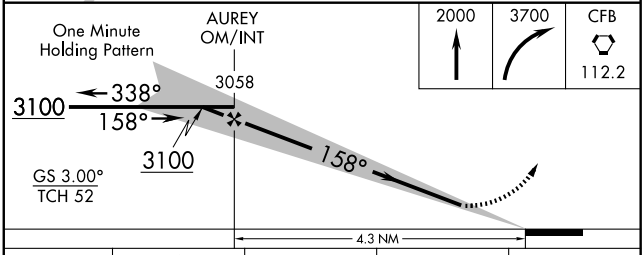
For inoperative MALSR, increase S-LOC 16 Cat. D visibility to 1 mile.

MALSR

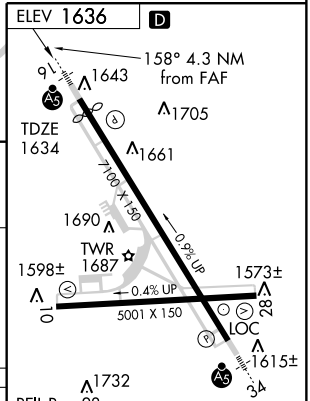
MISSED APPROACH: Climb to 2000, then climbing right turn to 3700 direct CFB VORTAC and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95





2000	3700	CFB
		112.2



CATEGORY	A	B	C	D
S-ILS 16	1884-½ 250 (300-½)			
S-LOC 16	1920-½ 286 (300-½)			1920-¾ 286 (300-¾)
CIRCLING	2100-1 464 (500-1)		2100-1½ 464 (500-1½)	2200-2 564 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-BGM	APP CRS	Rwy Idg	7100
110.3	340°	TDZE	1597
		Apt Elev	1636

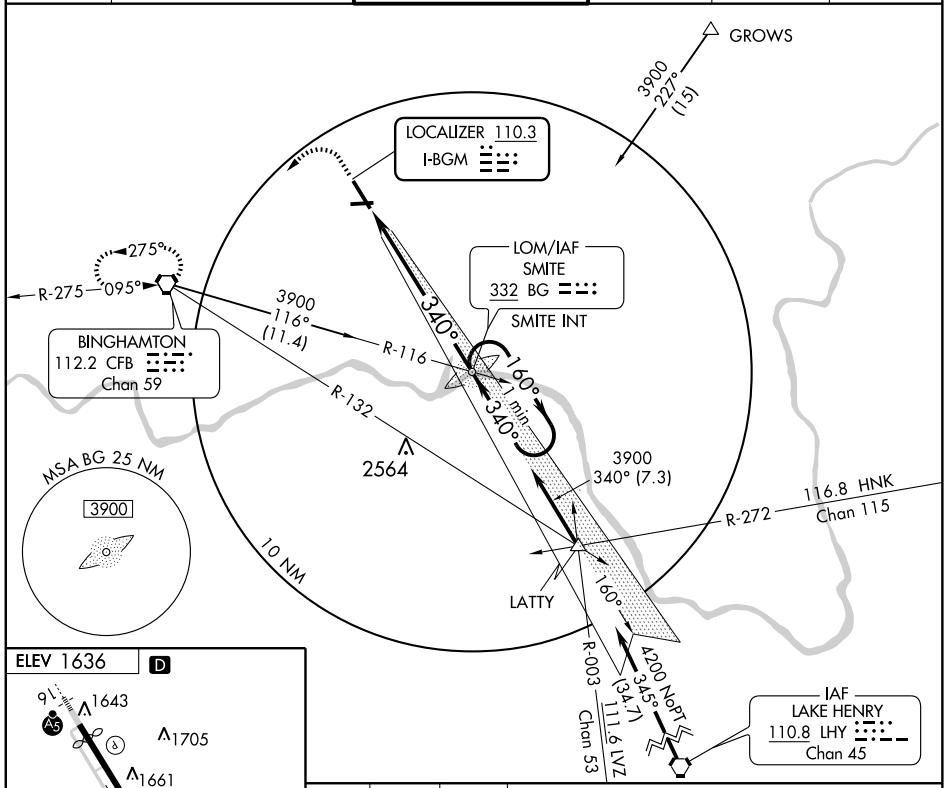
BINGHAMTON/
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

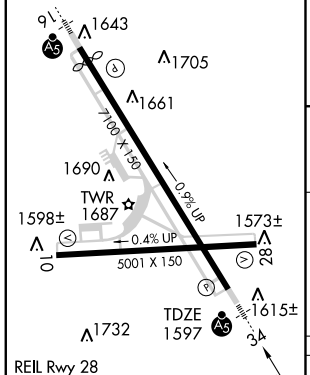
ILS RWY 34

MALSR

MISSED APPROACH: Climb to 2200, then climbing left turn to 3900 direct CFB VORTAC and hold.

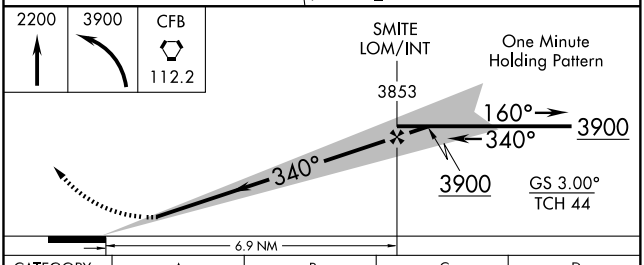
ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95





FAF to MAP 6.9 NM

Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18



CATEGORY	A	B	C	D
S-ILS 34	1797/24 200 (200-½)			
S-LOC 34	1960/24 363 (400-½)			1960/40 363 (400-¾)
CIRCLING	2100-1 464 (500-1)		2100-1½ 464 (500-1½)	2200-2 564 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6700
160°	TDZE	1634
	Apt Elev	1636

RNAV (GPS) RWY 16

BINGHAMTON/GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

T
NA

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Baro-VNAV NA below -18° C (0° F).
When VGSI inop, circling Rwy 34 NA at night.
Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 4000 direct WUSOB WP and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95

Procedure NA for arrivals at VILCU on V252 northwest bound and V428 southwest bound.

VILCU 4400 111° (19.4)

(IAF) UYOGA 3900 250° (5)

SOCOP

(IAF) TODOY 3900 070° (5)

3100 160° (6)

(FAF) REPIE

RW16 1799±

GROWS 4400 305° (15.2)

Procedure NA for arrivals at GROWS on V72 eastbound.

MSA RW16 25 NM 3600

2564

WUSOB 160° 340° 4 NM

ELEV 1636 D

160° to RW16

9 1643

TDZE 1634

1705

1661

7100 X 150

1690

TWR 1687

0.9% UP

1598±

0.4% UP

1573±

10 28

5001 X 150

1615±

34

1732

REIL Rwy 28
MIRL Rwy 10-28 L
HIRL Rwy 16-34 L

4000 WUSOB

SOCOP 3900 160° REPIE 3100

Procedure Turn NA

GS 3.00° TCH 52

*1.2 NM to RW16

RW16

*LNAV only

6 NM 3.2 NM 1.2

CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	2000-1¼ 366 (400-1¼)			
LNAV MDA	2060-1 426 (500-1)		2060-1¼ 426 (500-1¼)	
CIRCLING	2100-1¼ 464 (500-1¼)		2100-1½ 464 (500-1½)	2200-2 564 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5001
279°	TDZE	1587
	Apt Elev	1636

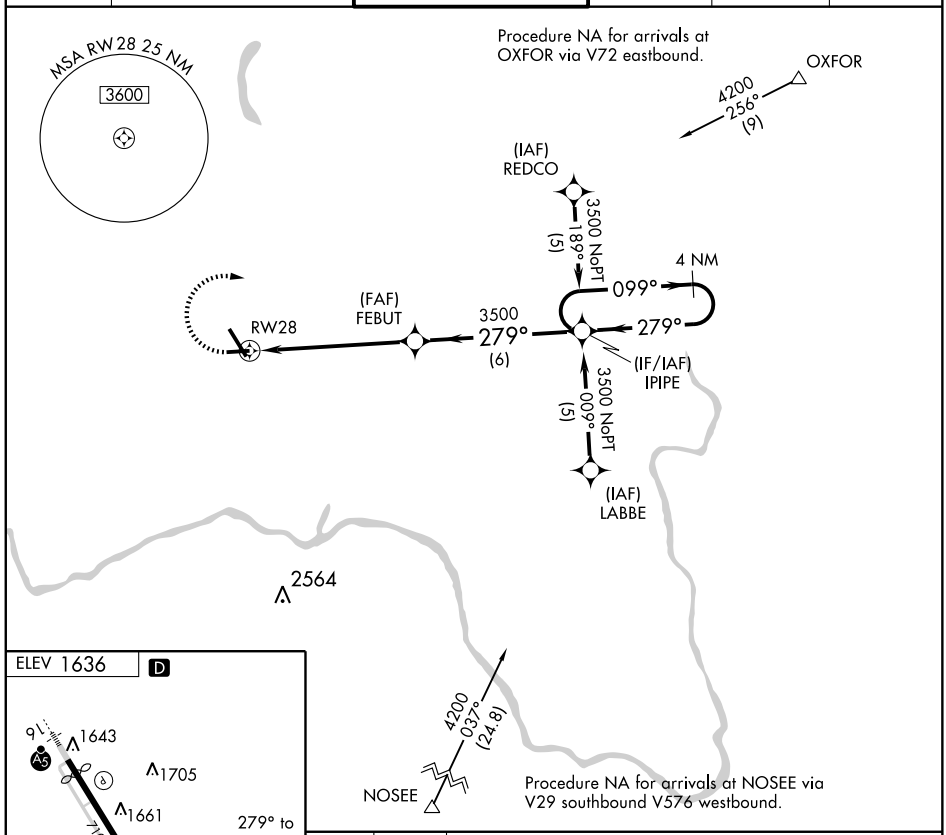
RNAV (GPS) RWY 28

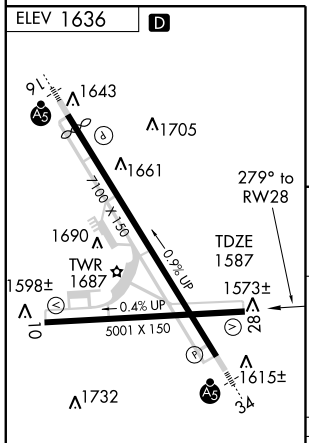
BINGHAMTON/GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

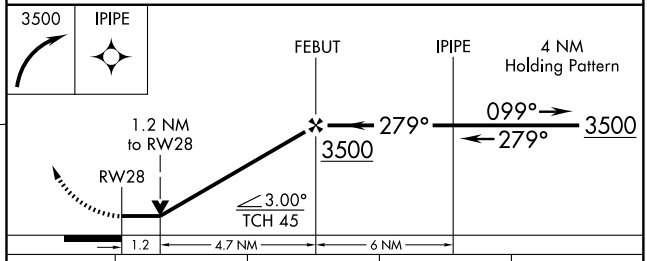
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. When VGSI inop, circling Rwy 34 NA at night.

MISSED APPROACH: Climbing right turn to 3500 direct IPIPE WP and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95







REIL Rwy 28
MIRL Rwy 10-28 L
HIRL Rwy 16-34 L

CATEGORY	A	B	C	D
LNAV MDA	2000-1	413 (400-1)	2000-1¼	413 (400-1¼)
CIRCLING	2100-1	464 (500-1)	2100-1½ 464 (500-1½)	2200-2 564 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7100
340°	TDZE	1597
	Apt Elev	1636

RNAV (GPS) RWY 34

BINGHAMTON/GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. When VGSI inop, straight-in/circling Rwy 34 procedure NA at night. Inoperative table does not apply to Cat. A/B. For inoperative MALSR, increase LNAV MDA Cat. C/D visibilty to RVR 6000.

NA

MALSR

MISSED APPROACH: Climb to 3900 direct SOCOP WP and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95

4 NM 160° 340° SOCOP

Procedure NA for arrivals at OXFOR on V72 northeast bound and V273 northwest bound.

OXFOR 4500 223° (19.3)

RW34 1759±

(FAF) WALUB

3200 340° (6)

(IAF) ZUNGA 4000 250° (5)

2564

4000 070° (5) WUSOB

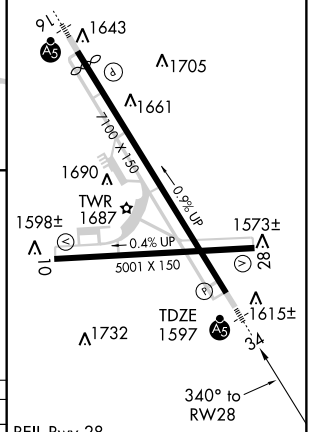
(IAF) YUTUG

Procedure NA for arrivals at TWIIN on V423 southwest bound.

TWIIN 4500 069° (27.7)

MSA RW34 25 NM 3600

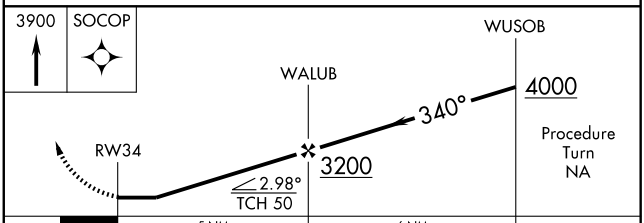
ELEV 1636 D



REIL Rwy 28

MIRL Rwy 10-28 L

HIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LNAV MDA	2020/50		423 (400-1)	
CIRCLING	2100-1	464 (500-1)	2100-1½ 464 (500-1½)	2200-2 564 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

VORTAC CFB	APP CRS	Rwy Idg	5001
112.2	260°	TDZE	1587
Chan 59		Apt Elev	1636

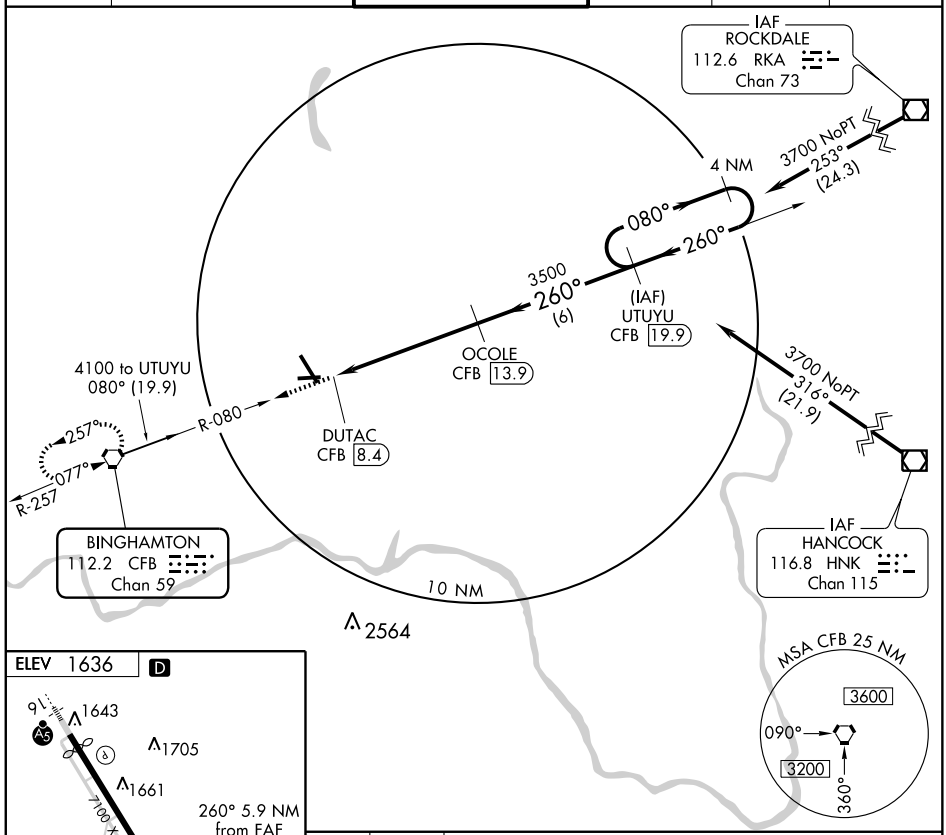
BINGHAMTON/
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

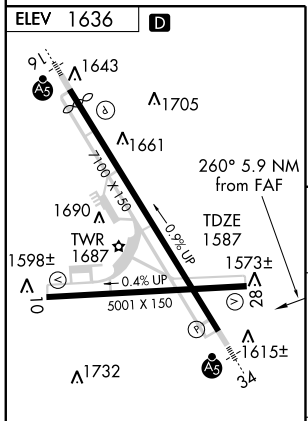
VOR/DME RWY 28

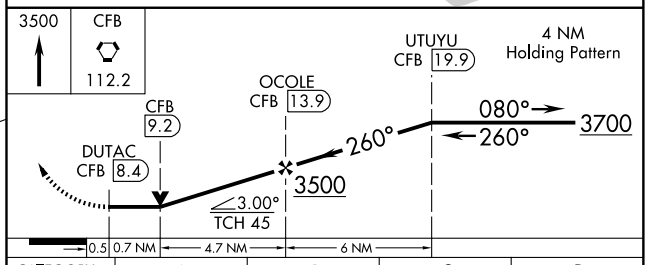
Procedure NA for arrival on HNK VOR/DME airway radials 313 CW 344.
Procedure NA for arrivals via V72 Eastbound.

MISSED APPROACH: Climb to 3500 direct CFB VORTAC and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95







CATEGORY	A	B	C	D
S-28	2000-1	413 (400-1)	2000-1¼	413 (400-1¼)
CIRCLING	2100-1	464 (500-1)	2100-1½ 464 (500-1½)	2200-2 564 (600-2)

REIL Rwy 28
MIRL Rwy 10-28 L
HIRL Rwy 16-34 L

NE-2. 14 JAN 2010 to 11 FEB 2010

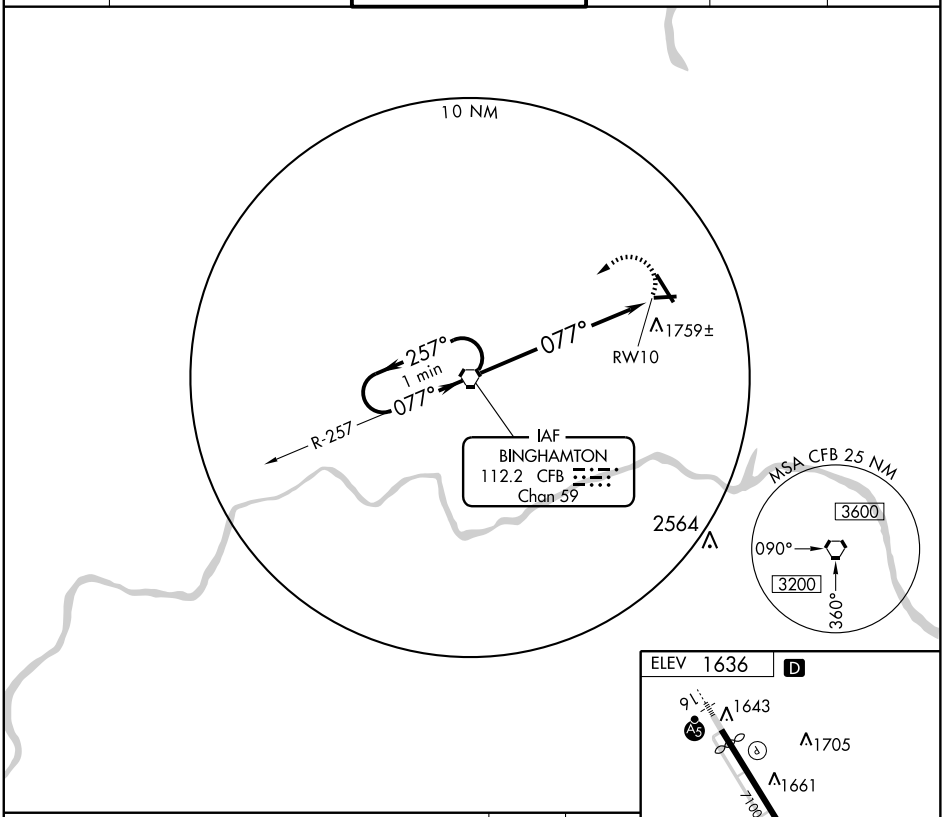
VORTAC CFB	APP CRS	Rwy Idg	5001
112.2	077°	TDZE	1591
Chan 59		Apt Elev	1636

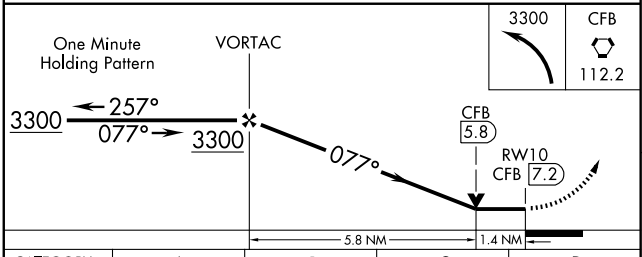
BINGHAMTON/
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

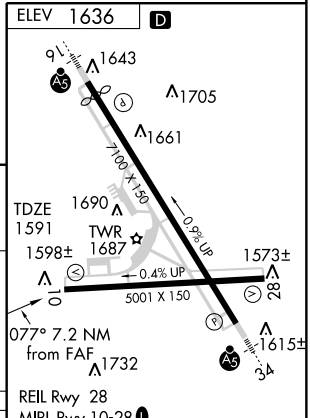
VOR or GPS RWY 10

MISSED APPROACH: Climbing left turn to 3300 direct CFB VORTAC and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95







CATEGORY	A	B	C	D
S-10	2080-1	489 (500-1)	2080-1¼ 489 (500-1¼)	2080-1½ 489 (500-1½)
CIRCLING	2100-1	464 (500-1)	2100-1½ 464 (500-1½)	2200-2 564 (600-2)

FAF to MAP 7.2 NM

Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4204
282°	TDZE	666
	Apt Elev	666

RNAV (GPS) RWY 28

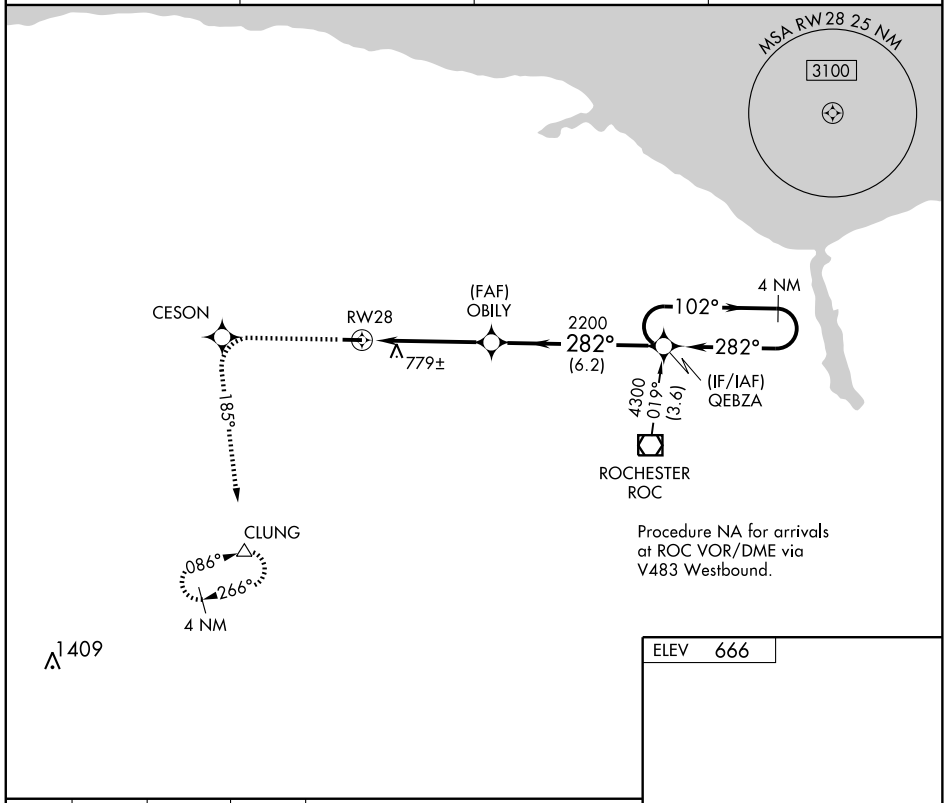
BROCKPORT / LEDGEDALE AIRPARK (7G0)

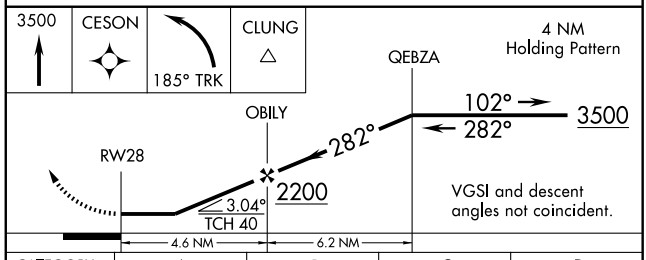
DME/DME RNP-0.3 NA.
Use Rochester altimeter setting; when not received, use Buffalo altimeter setting and increase all MDAs 60 feet and LNAV Cat. D visibility ¼ mile.

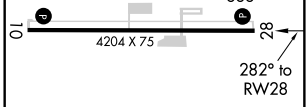
NA

MISSED APPROACH: Climb to 3500 direct CESON and left turn via 185° track to CLUNG and hold.

ROCHESTER ASOS	ROCHESTER APP CON	CTAF	UNICOM
124.825	123.7 322.3	122.7	123.0 L







CATEGORY	A	B	C	D
LNAV MDA	1080-1	414 (500-1)	1080-1¼	414 (500-1¼)
CIRCLING	1160-1	494 (500-1)	1160-1½ 494 (500-1½)	1220-2 554 (600-2)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2668
239°	TDZE	670
	Apt Elev	670

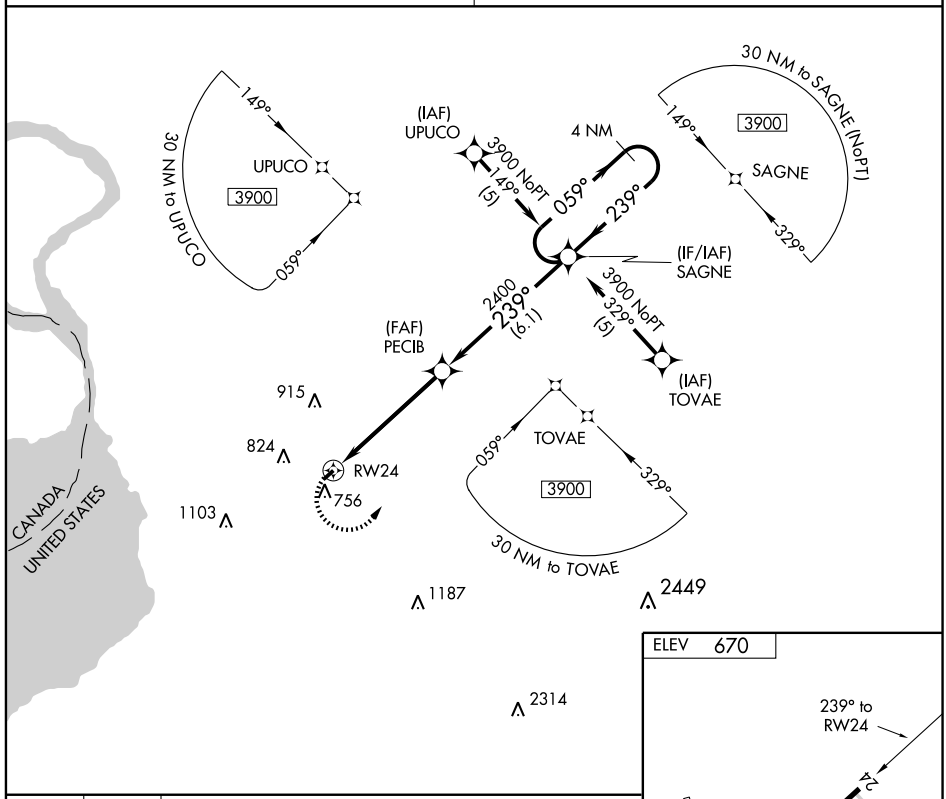
RNAV (GPS) RWY 24

BUFFALO AIRFIELD (9G∅)

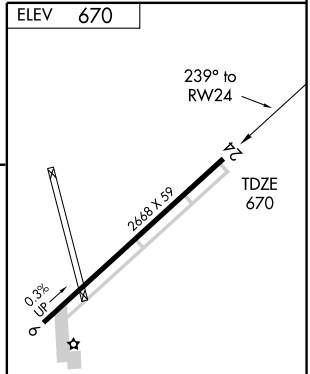
Use Buffalo Niagara Intl altimeter setting, when not received, use Niagara Falls altimeter setting and increase all MDA 60 feet. Procedure NA at night after 0200 local except by prior arrangement for Rwy lights. DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 3900 direct SAGNE and hold, continue climb-in hold to 3900.

BUFFALO APP CON	UNICOM
126.15 263.125	122.975 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1180-1	510 (600-1)	1180-1½ 510 (600-1½)	NA
CIRCLING	1180-1	510 (600-1)	1180-1½ 510 (600-1½)	NA



MIRL Rwy 6-24 L

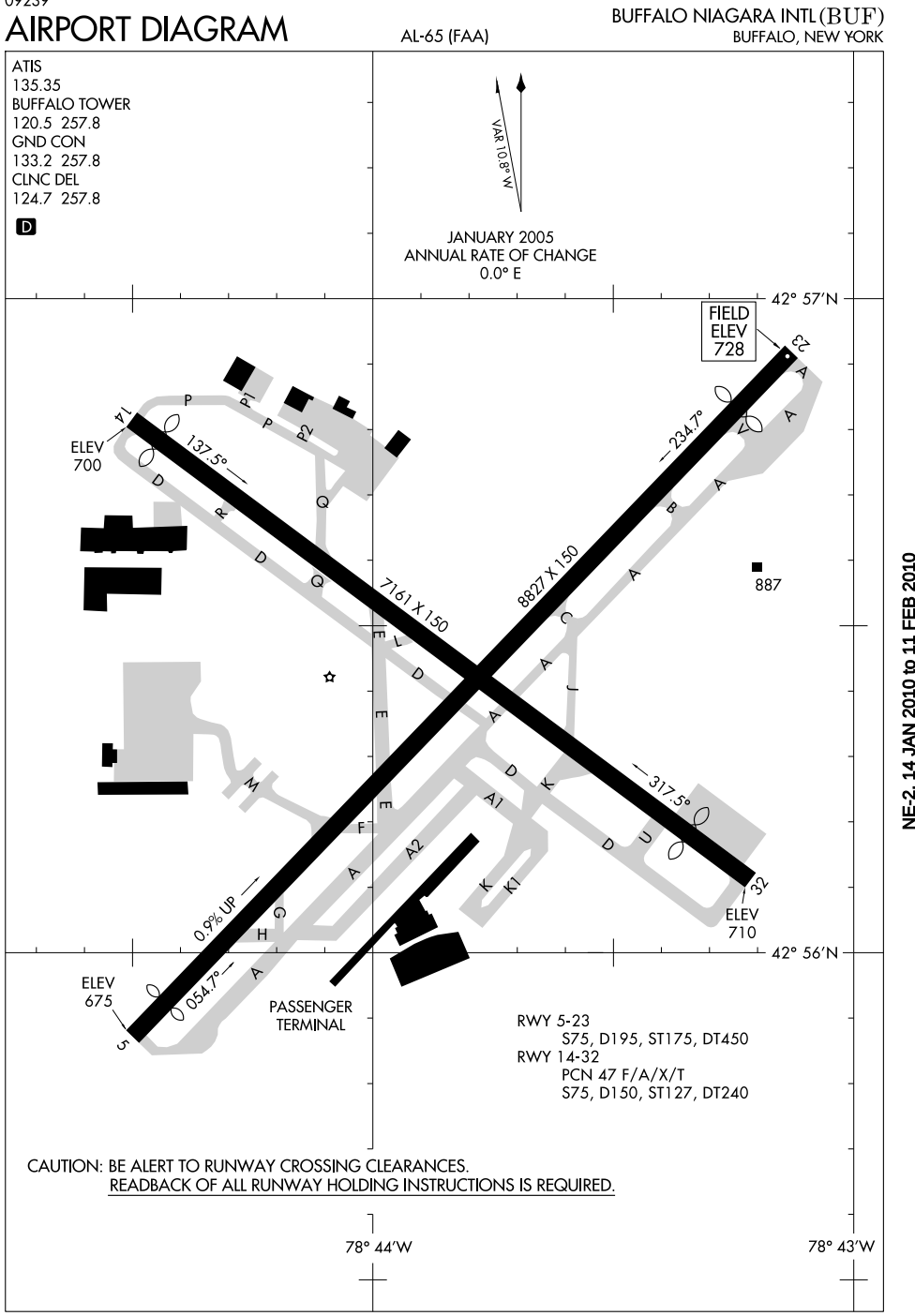
NE-2, 14 JAN 2010 to 11 FEB 2010

09239

AIRPORT DIAGRAM

AL-65 (FAA)

BUFFALO NIAGARA INTL (BUF)
BUFFALO, NEW YORK

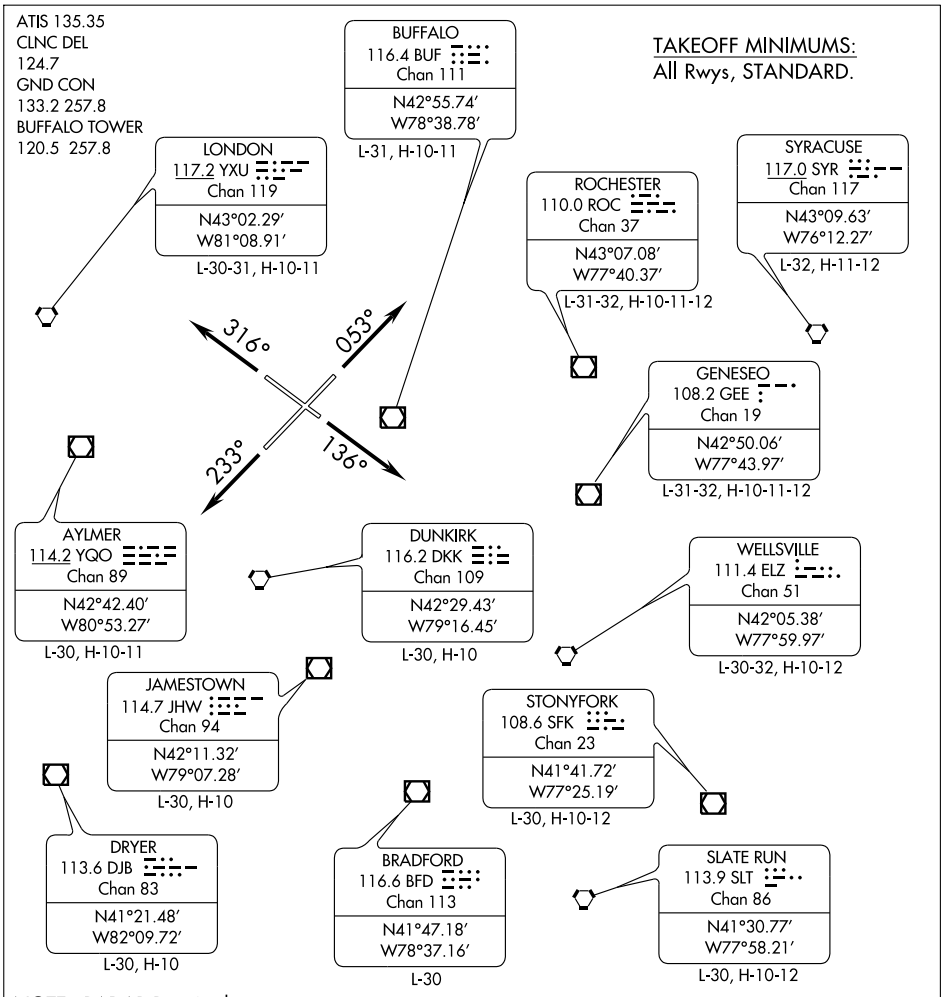


NE-2, 14 JAN 2010 to 11 FEB 2010

BUFFALO THREE DEPARTURE

SL-65 (FAA)

BUFFALO NIAGARA INTL (BUF)
BUFFALO, NEW YORK



NOTE: RADAR Required.

NOTE: Chart not to scale.

(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

TURBOJET AIRCRAFT:

TAKE-OFF RUNWAY 5: Climb via heading 053° until leaving 3000, thence. . . .

TAKE-OFF RUNWAY 14: Climb via heading 136° until leaving 3000, thence. . . .

TAKE-OFF RUNWAY 23: Climb via heading 233° until leaving 3000, thence. . . .

TAKE-OFF RUNWAY 32: Climb via heading 316° until leaving 2000, thence. . . .

NON-TURBOJET AIRCRAFT ONLY: Climb on assigned heading, thence. . . .

. . . .Expect vectors to filed route or depicted fix. Maintain 10,000′ or assigned lower altitude. Expect further clearance to requested altitude/flight level ten minutes after departure.

NE-2, 14 JAN 2010 to 11 FEB 2010

TAKE-OFF OBSTACLE NOTES

Rwy 5: Tree 648′ from DER, 662′ left of centerline, 65′ AGL/751′ MSL.
Trees beginning 697′ from DER, 385′ right of centerline, up to 100′ AGL/787′ MSL.

Rwy 23: Trees, Poles, Bldg, and Pump beginning 6′ from DER, 290′ left of centerline, up to 40′ AGL/721′ MSL.
Tree 3317′ from DER, 916′ right of centerline, 68′ AGL/759′ MSL.

Rwy 32: Multiple Trees and a Bush beginning 141′ from DER, 66′ left of centerline, up to 67′ AGL/756′ MSL.
Multiple Trees beginning 43′ from DER, 90′ right of centerline, up to 66′ AGL/752′ MSL.

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-BNQ	APP CRS	Rwy Idg	6121
109.95	316°	TDZE	714
Chan 36 (Y)		Apt Elev	728

ILS or LOC/DME RWY 32

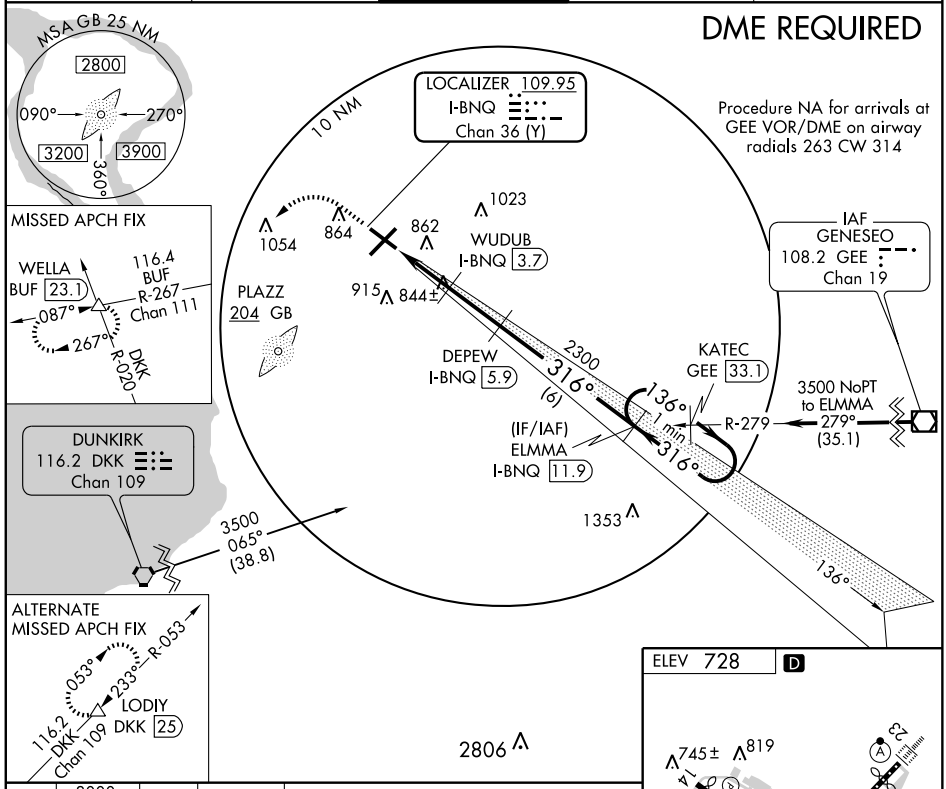
BUFFALO NIAGARA INTL (BUF)

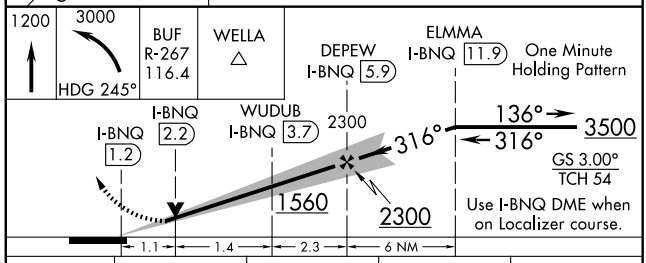
MALSR

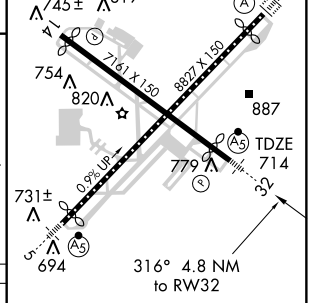
MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 via heading 245° and BUF R-267 to WELLA Int/BUF 23.1 DME and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8

DME REQUIRED







CATEGORY	A	B	C	D
S-ILS 32	938-½ 224 (300-½)			
S-LOC 32	1100-½ 386 (400-½)			1100-¾ 386 (400-¾)
CIRCLING	1200-1 472 (500-1)		1200-1½ 472 (500-1½)	1280-2 552 (600-2)

REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-GBI	APP CRS	Rwy Idg	7757
108.5	053°	TDZE	706
		Apt Elev	728

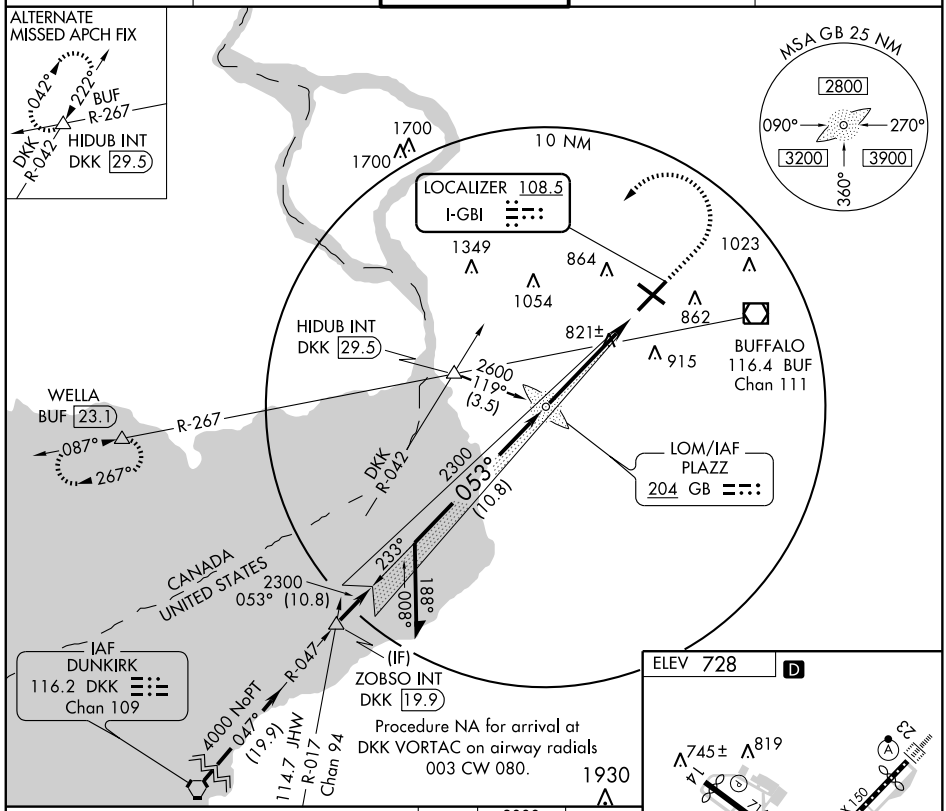
ILS or LOC RWY 5

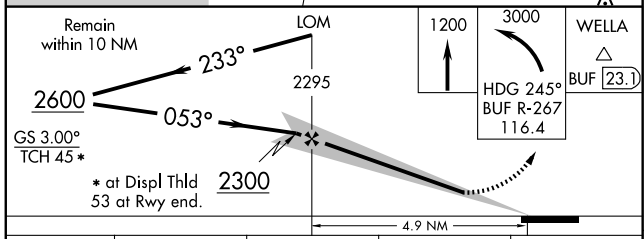
BUFFALO NIAGARA INTL (BUF)

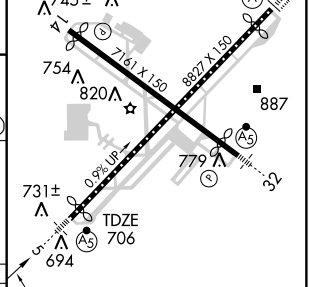
MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 via heading 245° and BUF R-267 to WELLA Int/BUF 23.1 DME and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8







CATEGORY	A	B	C	D
S- ILS 5	906/18 200 (200-½)			
S- LOC 5	1080/24 374 (400-½)			1080/40 374 (400-¾)
CIRCLING	1200-1 472 (500-1)		1200-1½ 472 (500-1½)	1280-2 552 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-BUF	APP CRS	Rwy Idg	8102
111.3	233°	TDZE	728
		Apt Elev	728

ILS or LOC RWY 23

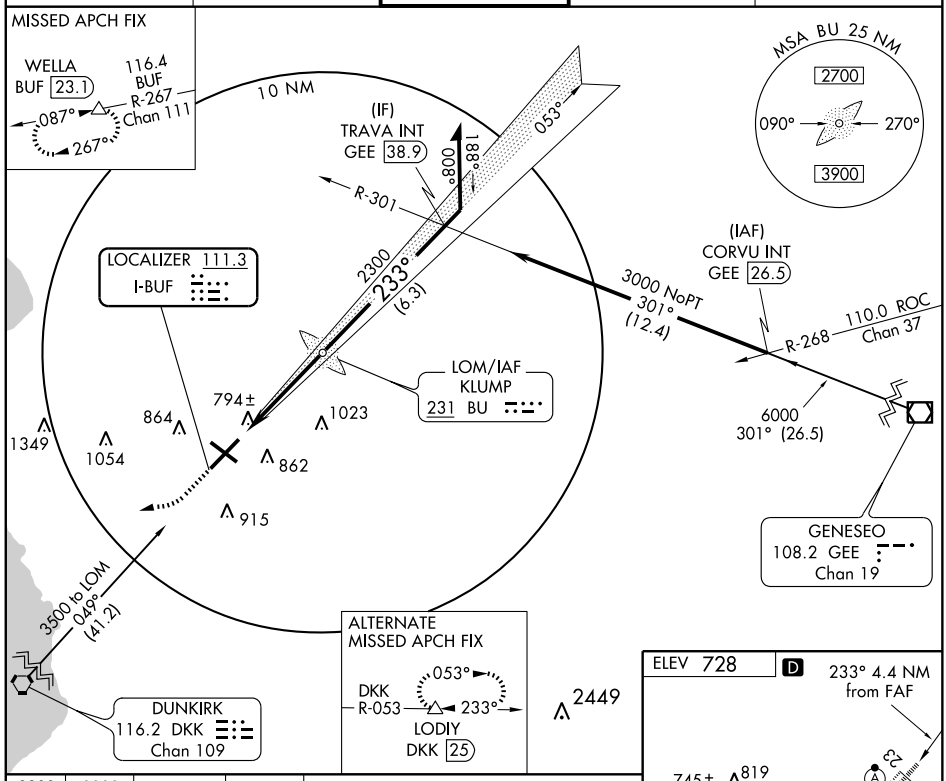
BUFFALO NIAGARA INTL (BUF)

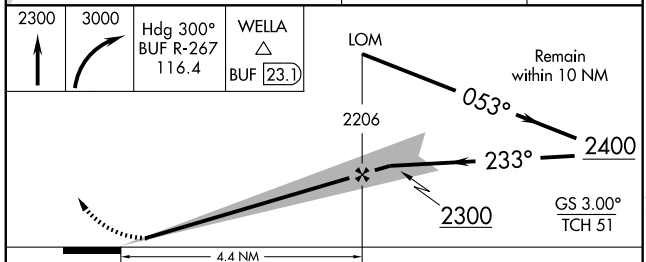
For inoperative ALSF, increase S-LOC 23 Cat D visibility to RVR 5000.

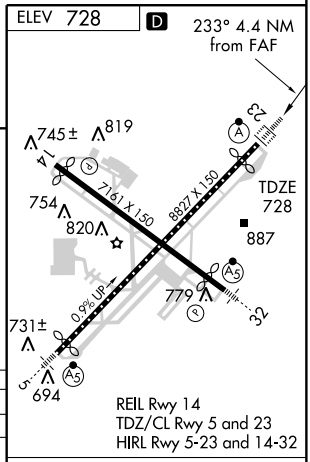
ALSF-2

MISSED APPROACH: Climb to 2300 then climbing right turn to 3000 via heading 300° and BUF R-267 to WELLA Int/BUF 23.1 DME and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8







CATEGORY	A	B	C	D
S-ILS 23	928/18 200 (200-½)			
S-LOC 23	1060/24 332 (400-½)			1060/40 332 (400-¾)
CIRCLING	1200-1 472 (500-1)		1200-1½ 472 (500-1½)	1280-2 552 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7757
CH 70311	053°	TDZE	706
W05A		Apt Elev	728

RNAV (GPS) RWY 5

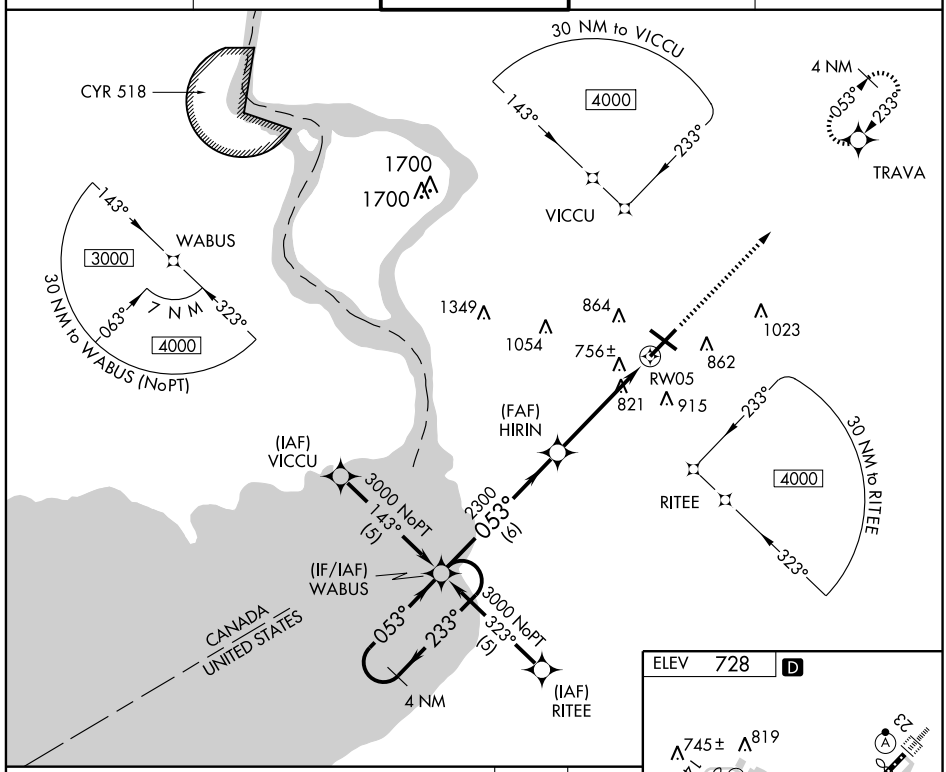
BUFFALO NIAGARA INTL (BUF)

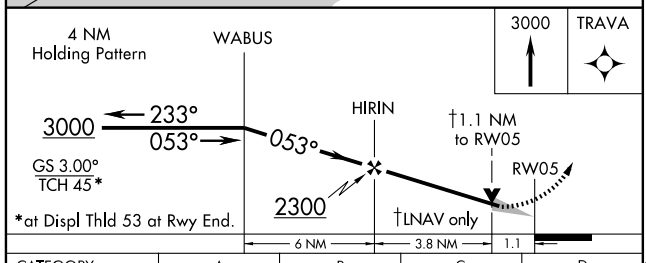
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). For inoperative MALSR increase LPV all Cats visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000.

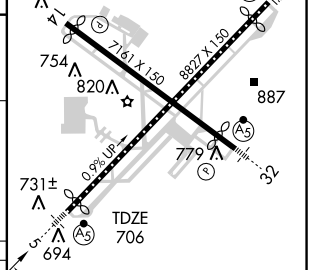
MALSR

MISSED APPROACH: Climb to 3000 direct TRAVA and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8







CATEGORY	A	B	C	D
LPV DA	973/24 267 (300-½)			
LNAV/VNAV DA	1026/40 320 (400-¾)			
LNAV MDA	1080/24 374 (400-½)			1080/50 374 (400-1)
CIRCLING	1200-1¼ 472 (500-1¼)		1200-1½ 472 (500-1½)	1280-2 552 (600-2)

REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6121
136°	TDZE	711
	Apt Elev	728

RNAV (GPS) RWY 14

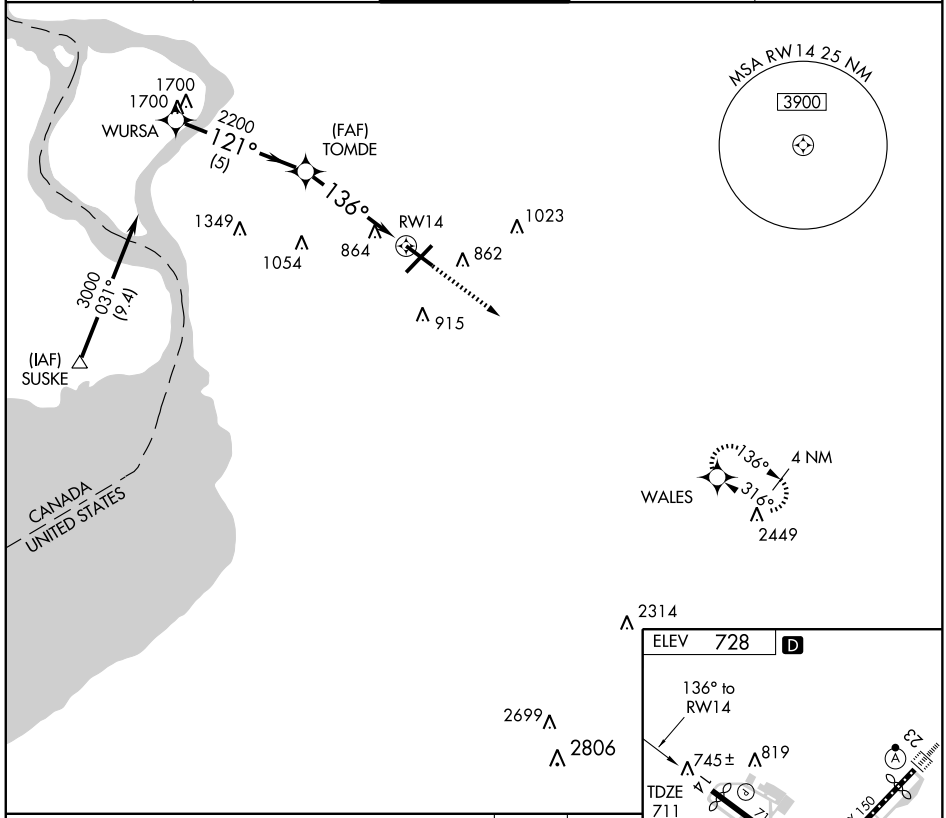
BUFFALO NIAGARA INTL (BUF)

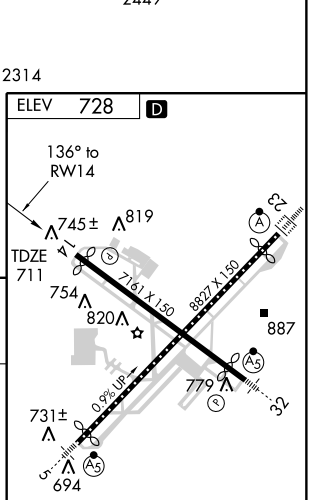
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
No Arrival at SUSKE on V2-43 westbound.

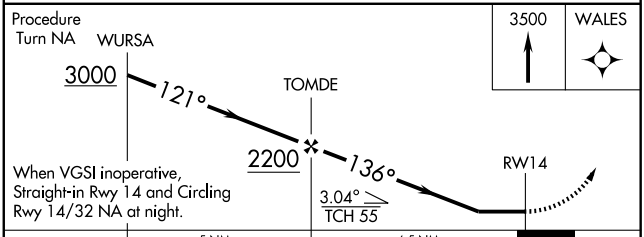
NA

MISSED APPROACH: Climb to 3500 direct WALES WP and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8







CATEGORY	A	B	C	D
LNAV MDA	1120-1	409 (400-1)	1120-1¼	409 (400-1¼)
CIRCLING	1200-1	472 (500-1)	1200-1½ 472 (500-1½)	1280-2 552 (600-2)

REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8102
CH 77511	233°	TDZE	728
W23A		Apt Elev	728

RNAV (GPS) RWY 23

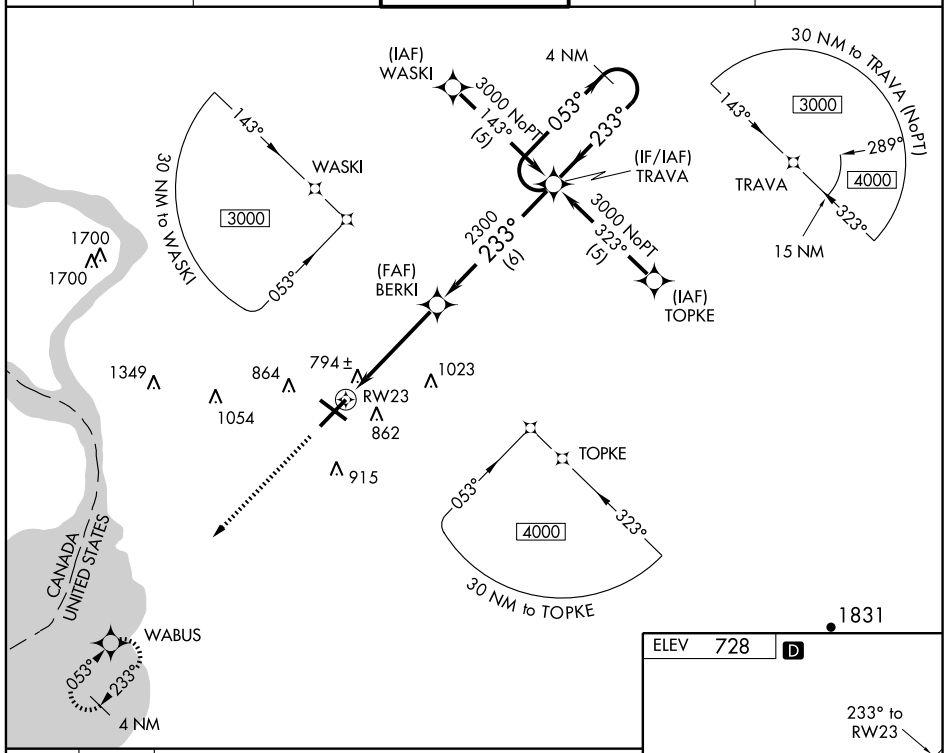
BUFFALO NIAGARA INTL (BUF)

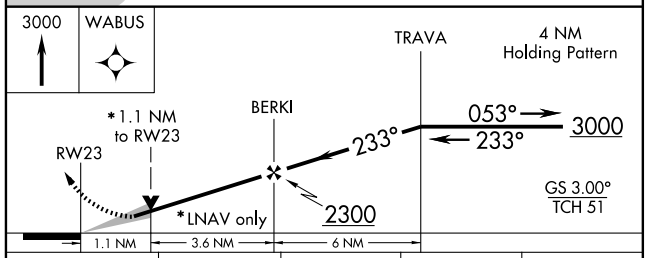
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). For inoperative ALSF increase LPV all Cats visibility to RVR 5000 and increase LNAV Cat D visibility to RVR 6000.

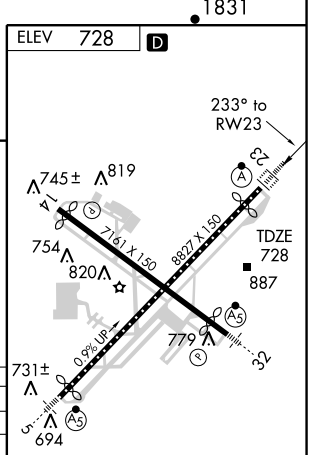
ALSF-2

MISSED APPROACH: Climb to 3000 direct WABUS and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8







CATEGORY	A	B	C	D
LPV DA		978/24	250 (300-½)	
LNAV/VNAV DA		1099/40	371 (400-¾)	
LNAV MDA	1140/24 412 (500-½)		1140/40 412 (500-¾)	1140/50 412 (500-1)
CIRCLING	1200-1¼ 472 (500-1¼)		1200-1½ 472 (500-1½)	1280-2 552 (600-2)

REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 81811 W32A	APP CRS 316°	Rwy Idg 6121 / TDZE 714 / Apt Elev 728

RNAV (GPS) RWY 32

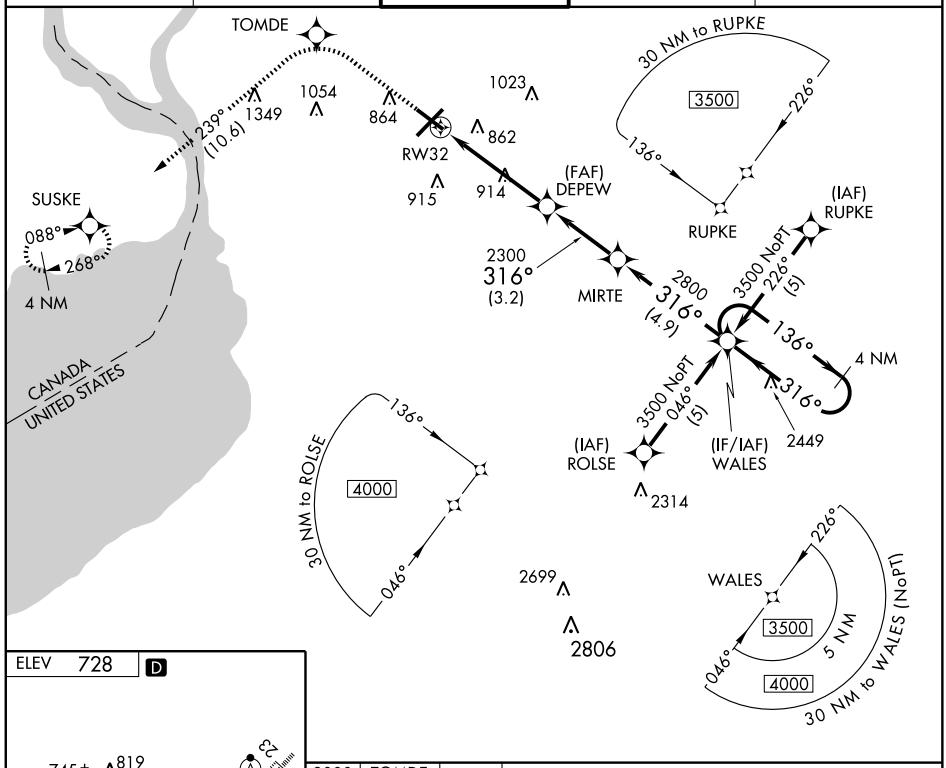
BUFFALO NIAGARA INTL (BUF)

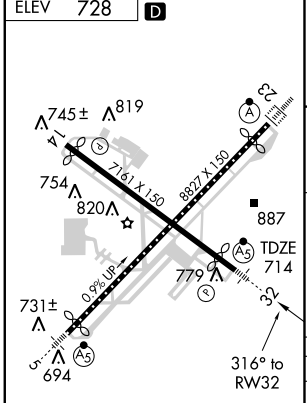
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F).
For inoperative MALSR increase LPV all Cats visibility to 1 mile.

MALSR

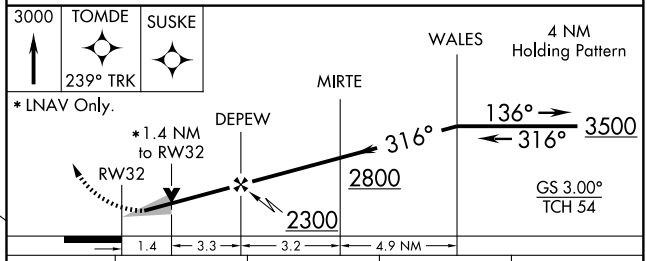
MISSED APPROACH: Climb to 3000 direct TOMDE and via 239° track to SUSKE and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8





REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32



CATEGORY	A	B	C	D
LPV DA	1003-½ 289 (300-½)			
LNAV/VNAV DA	1146-1 432 (500-1)			
LNAV MDA	1220-½ 506 (500-½)		1220-1 506 (500-1)	
CIRCLING	1220-1½ 492 (500-1½)			1280-2 552 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3200
135°	TDZE	814
	Apt Elev	814

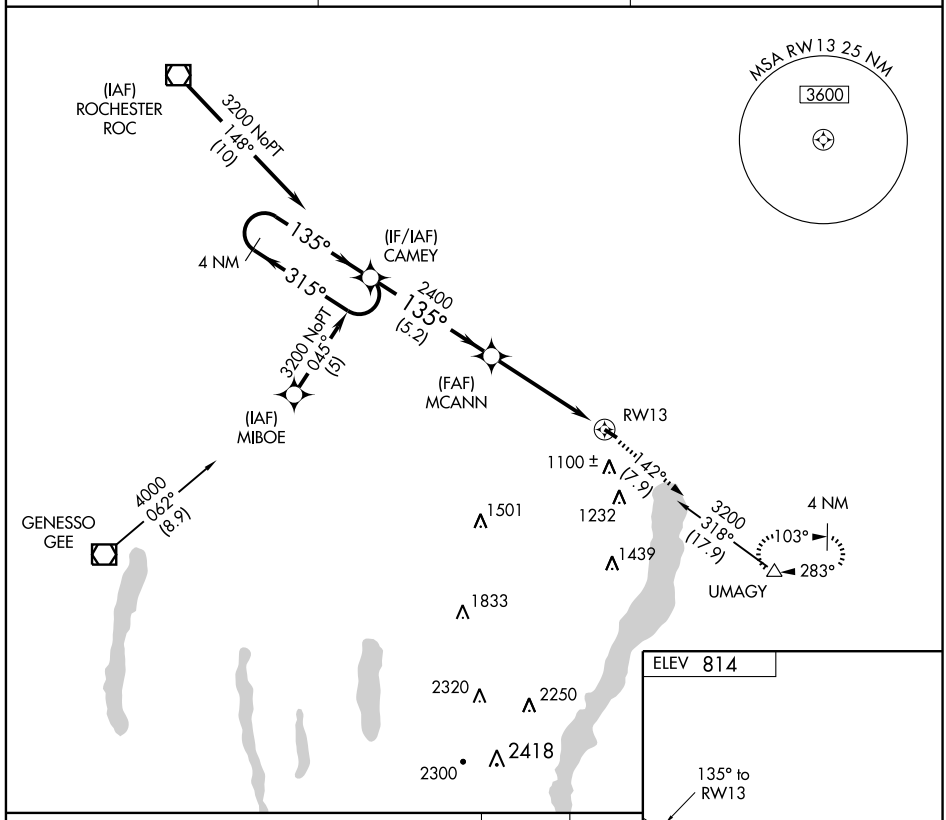
RNAV (GPS) RWY 13
CANANDAIGUA (D38)

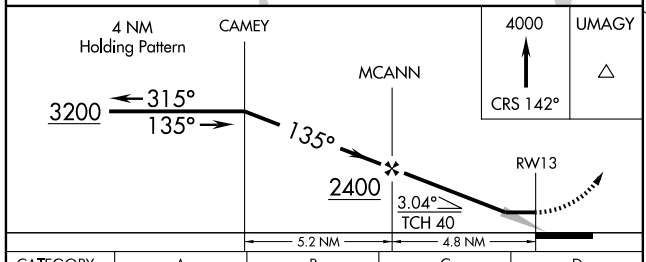
Use Greater Rochester Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP 0.3 NA.

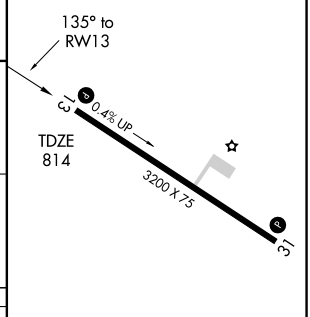
NA

MISSED APPROACH: Climb to 4000 via 142° course to UMAGY WP and hold.

AWOS-3	ROCHESTER APP CON	UNICOM
118.675	119.55 269.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1360-1	546 (600-1)	1360-1½ 546 (600-1½)	NA
CIRCLING	1540-1	726 (800-1)	1540-2 726 (800-2)	NA

MIRL Rwy 13-31 L
REIL Rwys 13 and 31

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME GEE	APP CRS	Rwy Idg	N/A
108.2	085°	TDZE	N/A
Chan 19		Apt Elev	814

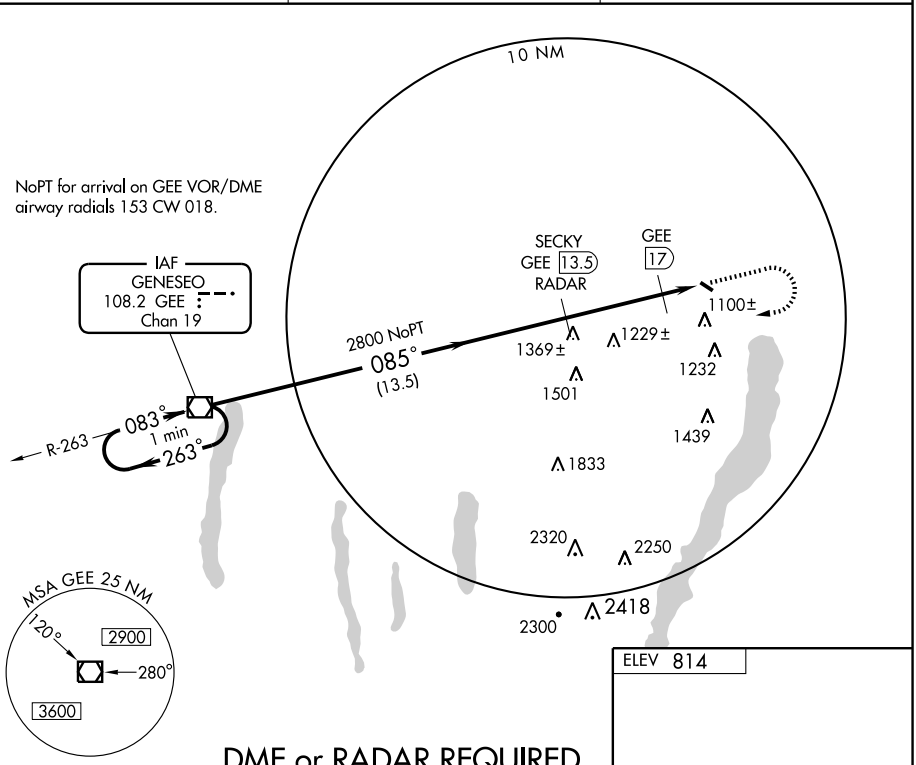
VOR-A
CANANDAIGUA (D38)

NA

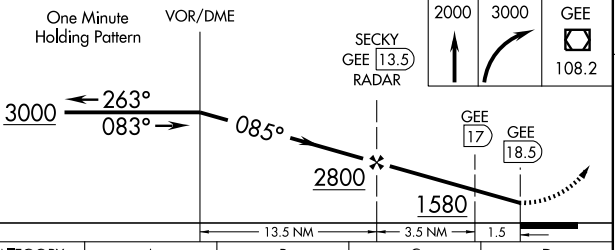
Use Greater Rochester Intl altimeter setting.

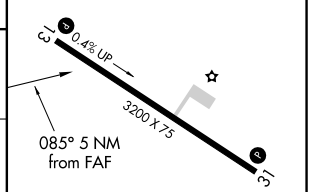
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct GEE VOR/DME and hold.

AWOS-3	ROCHESTER APP CON	UNICOM
118.675	119.55 269.6	122.8 (CTAF) L



DME or RADAR REQUIRED





CATEGORY	A	B	C	D
CIRCLING	1580-1 766 (800-1)	1580-1¼ 766 (800-1¼)	1580-2¼ 766 (800-2¼)	NA

MIRL Rwy 13-31 L
REIL Rwys 13 and 31

DME MINIMUMS			
CIRCLING	1540-1 726 (800-1)	1540-2 726 (800-2)	NA

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3400
059°	TDZE	1198
	Apt Elev	1198

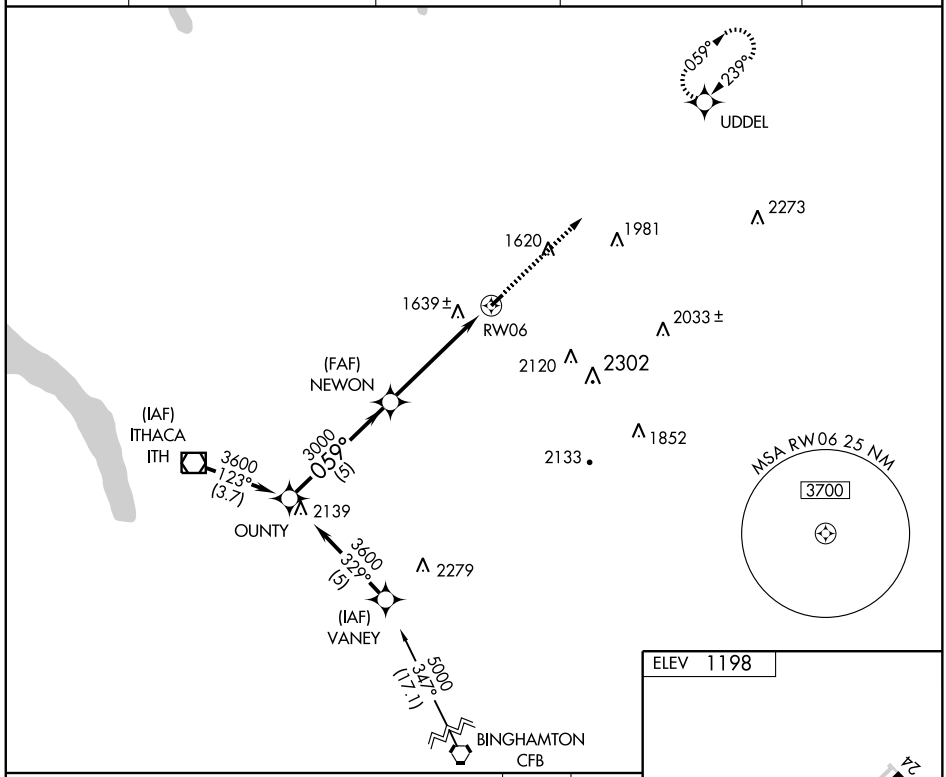
GPS RWY 6

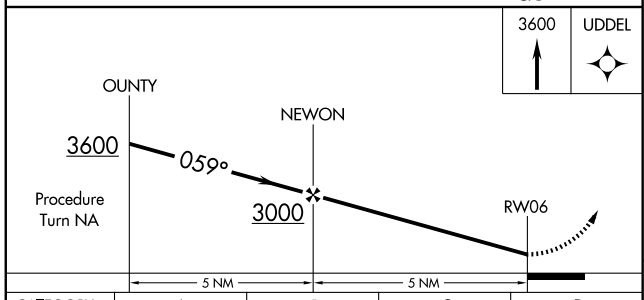
CORTLAND COUNTY-CHASE FIELD (NØ3)

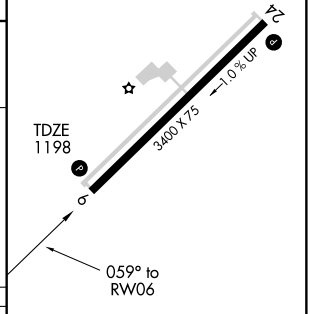
NA

MISSED APPROACH: Climb to 3600 direct UDDEL WP and hold.

AWOS-3	BINGHAMTON APP CON ★	ELMIRA APP CON ★	SYRACUSE APP CON	UNICOM
132.225	118.6 257.625	124.3 257.8 (W)	126.125 269.125 (N-NE)	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-6	1900-1	702 (800-1)	1900-2 702 (800-2)	NA
CIRCLING	1940-1 742 (800-1)	1940-1¼ 742 (800-1¼)	1980-2¼ 782 (800-2¼)	NA

REIL Rwy 24 L
MIRL Rwy 6-24 L

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3400
239°	TDZE	1192
	Apt Elev	1198

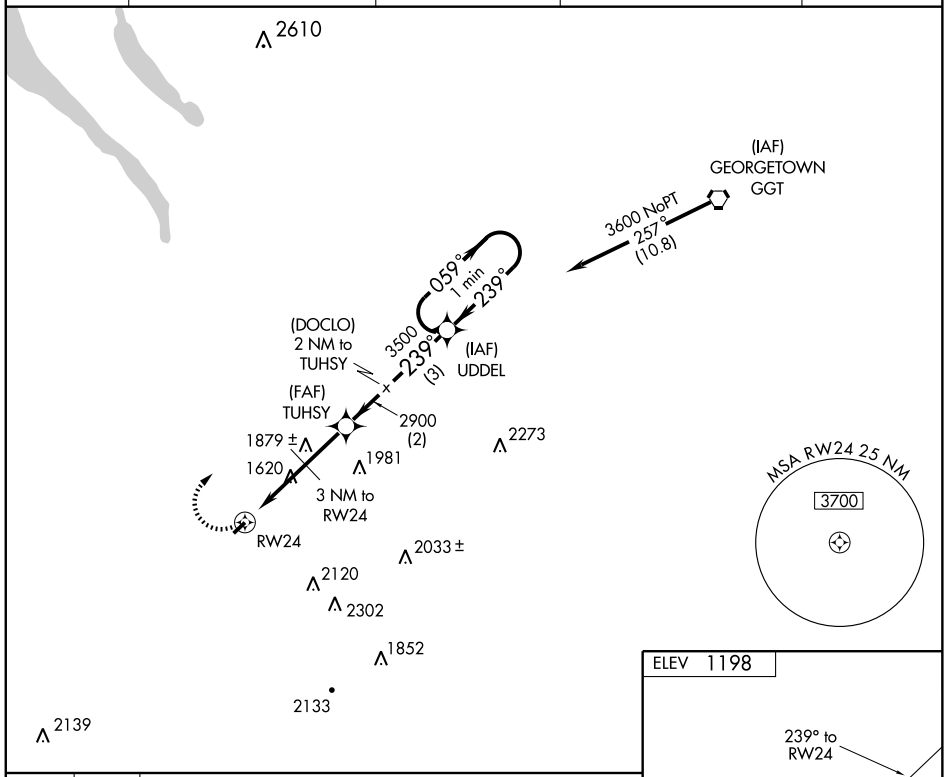
GPS RWY 24

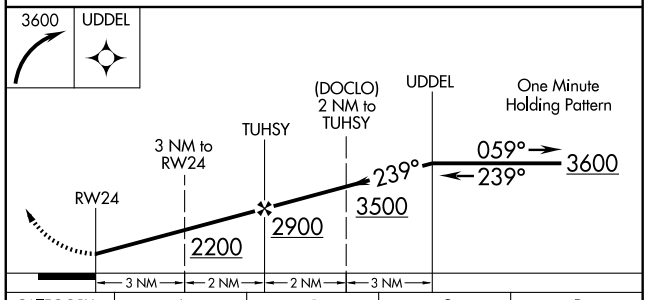
CORTLAND COUNTY-CHASE FIELD (NØ3)

NA

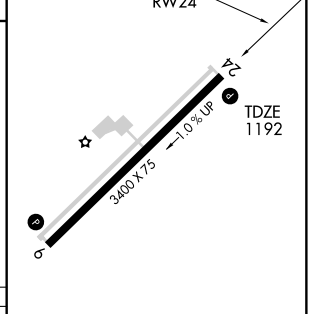
MISSED APPROACH: Climbing right turn to 3600 direct UDDEL WP and hold.

AWOS-3	BINGHAMTON APP CON ★	ELMIRA APP CON ★	SYRACUSE APP CON	UNICOM
132.225	118.6 257.625	124.3 257.8 (W)	126.125 269.125 (N-NE)	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-24	1880-1	688 (700-1)	1880-2 688 (700-2)	NA
CIRCLING	1940-1 742 (800-1)	1940-1¼ 742 (800-1¼)	1980-2¼ 782 (800-2¼)	NA



REIL Rwy 24 L
MIRL Rwy 6-24 L

NE-2. 14 JAN 2010 to 11 FEB 2010

VORTAC CFB 112.2 Chan 59	APP CRS 002°	Rwy Idg N/A TDZE N/A Apt Elev 1198

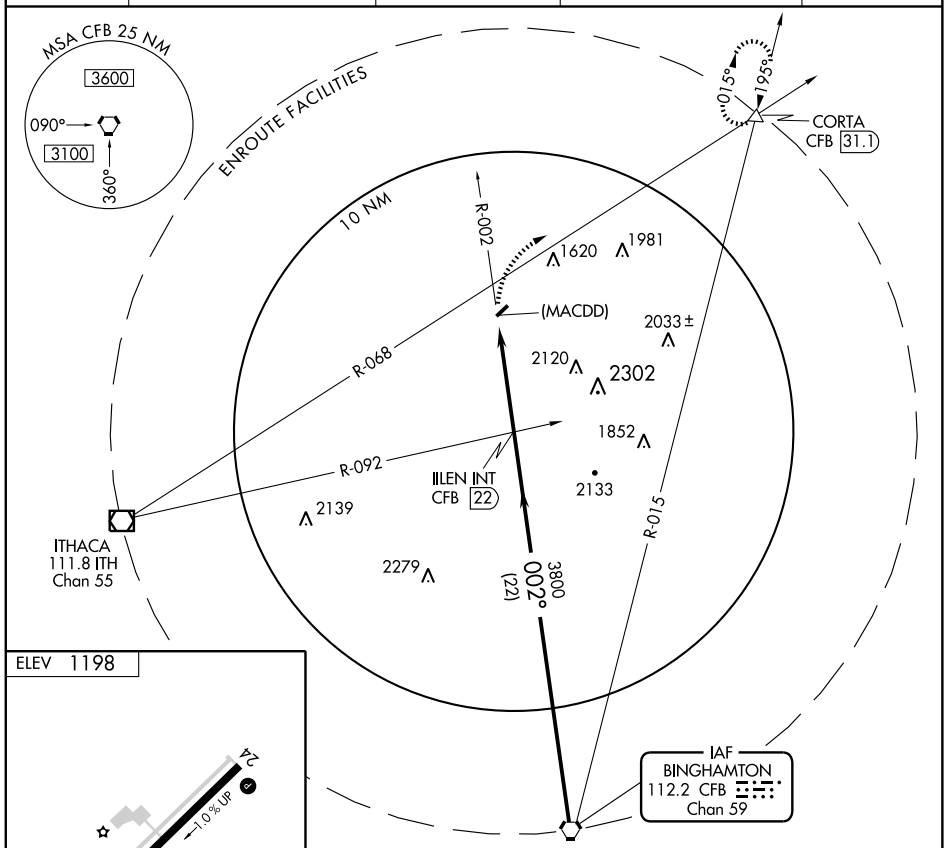
VOR or GPS-A

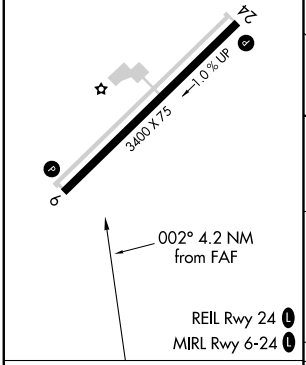
CORTLAND COUNTY-CHASE FIELD (NØ3)

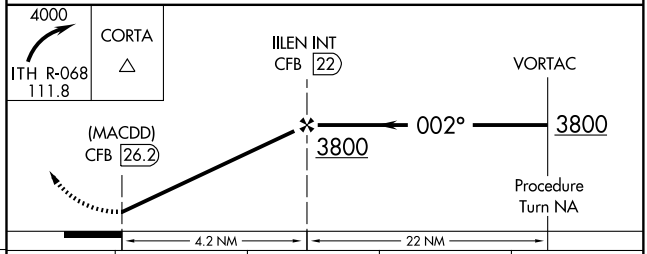
If local altimeter setting not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 4000 via ITH VOR/DME R-068 to CORTA Int/CFB 31.1 DME and hold.

AWOS-3	BINGHAMTON APP CON ★	ELMIRA APP CON ★	SYRACUSE APP CON	UNICOM
132.225	118.6 257.625	124.3 257.8 (W)	126.125 269.125 (N-NE)	122.8 (CTAF)







FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
CIRCLING	2280-1¼ 1082 (1100-1¼)	2280-1½ 1082 (1100-1½)	2280-3 1082 (1100-3)	NA

NE-2, 14 JAN 2010 to 11 FEB 2010

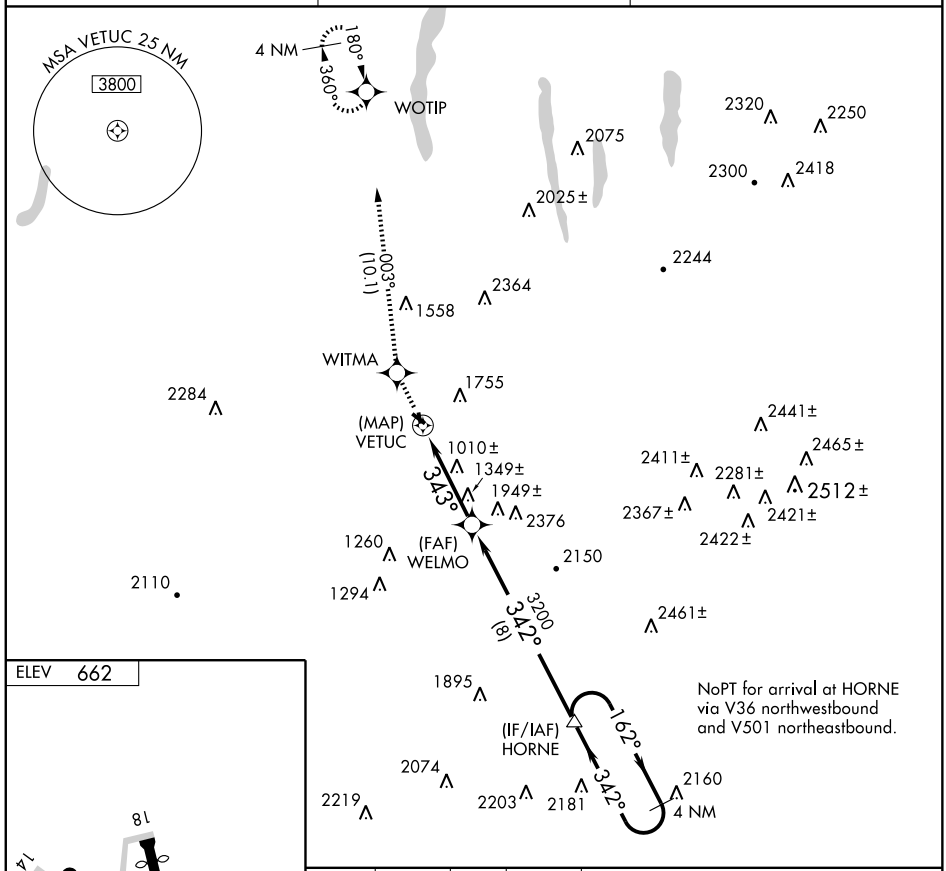
APP CRS	Rwy Idg	N/A
343°	TDZE	N/A
	Apt Elev	662

RNAV (GPS) - A
DANSVILLE MUNI (DSV)

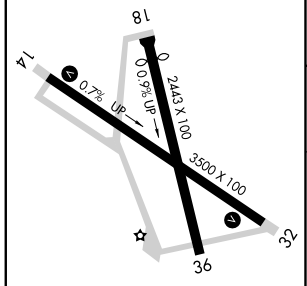
DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3300 direct WITMA and via 003° track to WOTIP and hold.

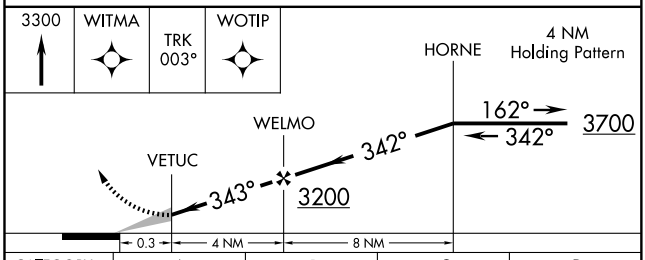
ASOS	ROCHESTER APP CON	UNICOM
118.325	123.7 322.3	123.0 (CTAF) L



ELEV 662



MIRL Rwys 14-32 and 18-36 L



CATEGORY	A	B	C	D
CIRCLING	1960-1¼ 1298 (1300-1¼)	2120-1½ 1458 (1500-1½)	2120-3 1458 (1500-3)	NA

NE-2, 14 JAN 2010 to 11 FEB 2010

DANSVILLE, NEW YORK

AL-595 (FAA)

APP CRS	Rwy Idg	3500
151°	TDZE	635
	Apt Elev	662

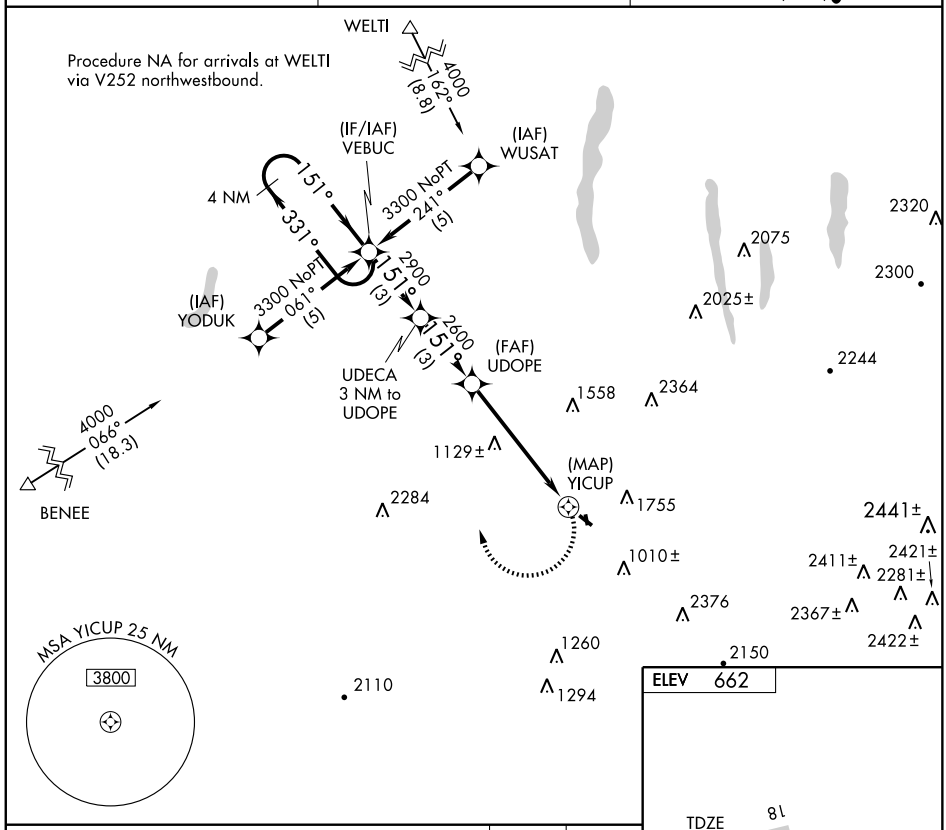
RNAV (GPS) RWY 14

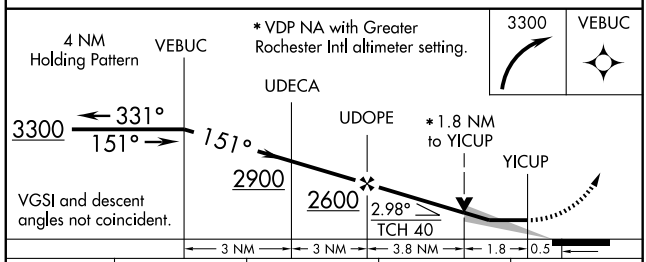
DANSVILLE MUNI (DSV)

DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDAs 100 feet.

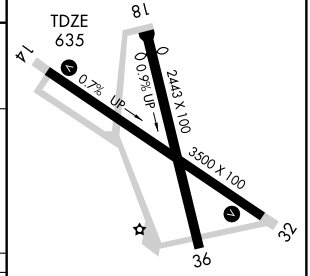
MISSED APPROACH: Climbing right turn to 3300 direct VEBUC and hold.

ASOS	ROCHESTER APP CON	UNICOM
118.325	123.7 322.3	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1400-1 765 (800-1)	1400-1¼ 765 (800-1¼)	1400-2¼ 765 (800-2¼)	NA
CIRCLING	1960-1¼ 1298 (1300-1¼)	2120-1½ 1458 (1500-1½)	2120-3 1458 (1500-3)	NA



MIRL Rwys 14-32 and 18-36 L

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2278
180°	TDZE	657
	Apt Elev	662

RNAV (GPS) RWY 18
DANSVILLE MUNI (DSV)

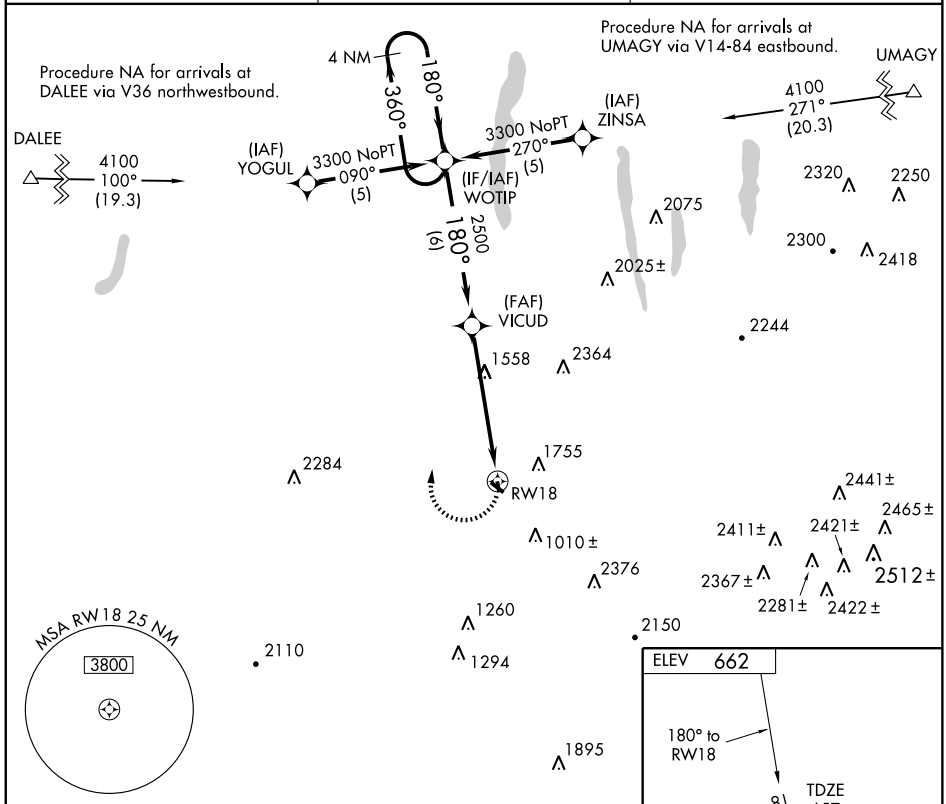
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDAs 100 feet.

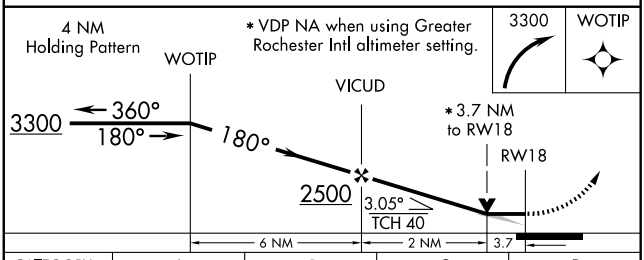
MISSED APPROACH: Climbing right turn to 3300 direct WOTIP and hold.

ASOS	ROCHESTER APP CON	UNICOM
118.325	123.7 322.3	123.0 (CTAF) L

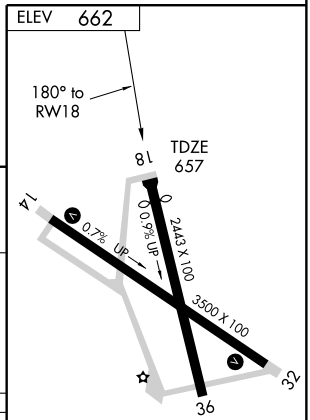
Procedure NA for arrivals at DALEE via V36 northwestbound.

Procedure NA for arrivals at UMAGY via V14-84 eastbound.





CATEGORY	A	B	C	D
LNAV MDA	1860-1¼ 1203 (1200-1¼)	1860-1½ 1203 (1200-1½)	1860-3 1203 (1200-3)	NA
CIRCLING	1960-1¼ 1298 (1300-1¼)	2120-1½ 1458 (1500-1½)	2120-3 1458 (1500-3)	NA



MIRL Rwys 14-32 and 18-36 L

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
056°	TDZE	676
	Apt Elev	693

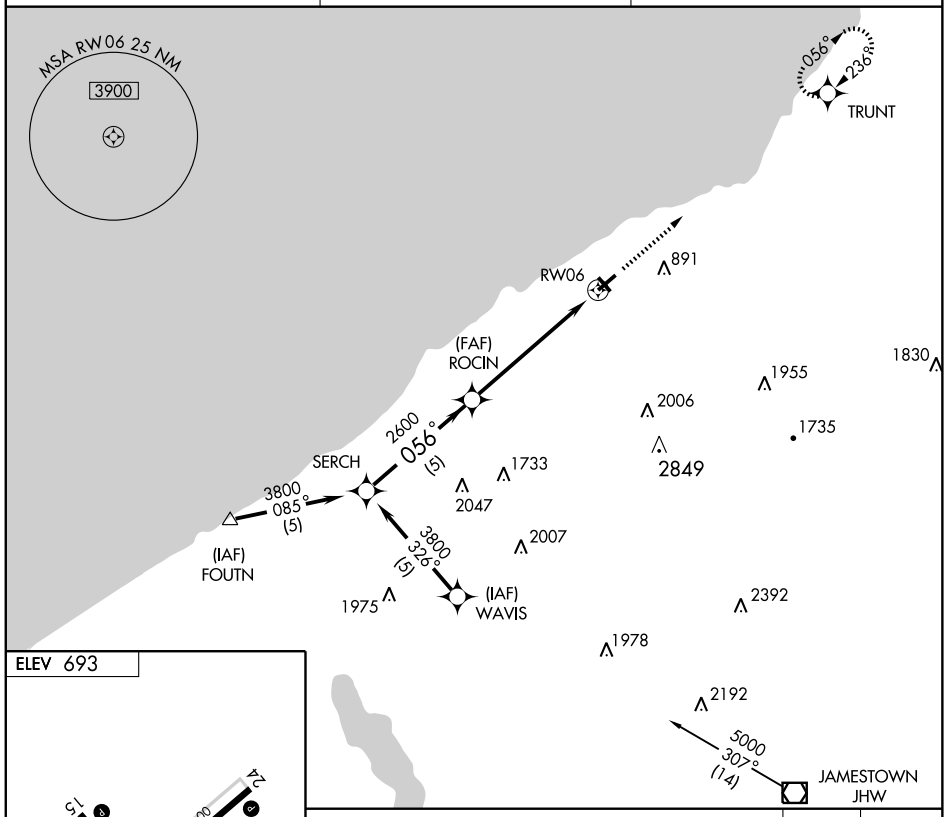
GPS RWY 6

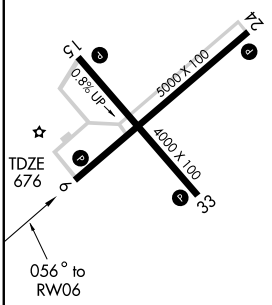
DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

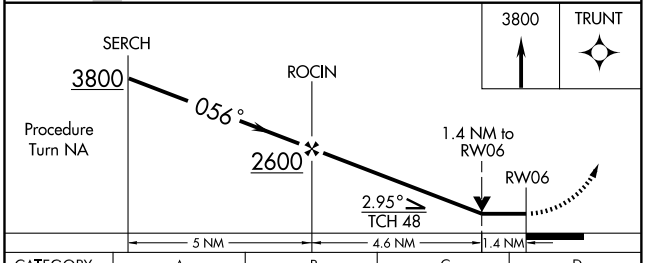
NA

MISSED APPROACH: Climb to 3800 direct TRUNT WP and hold.

ASOS	BUFFALO APP CON	UNICOM
119.275	126.5 317.6	123.075 (CTAF)







CATEGORY	A	B	C	D
S-6	1160-1 484 (500-1)		1160-1¼ 484 (500-1¼)	1160-1½ 484 (500-1½)
CIRCLING	1220-1 527 (600-1)	1240-1 547 (600-1)	1280-1½ 587 (600-1½)	1540-2¾ 847 (900-2¾)

REIL Rwys 6 and 24 (L)
MIRL Rwys 6-24 and 15-33 (L)

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
236°	TDZE	676
	Apt Elev	693

GPS RWY 24

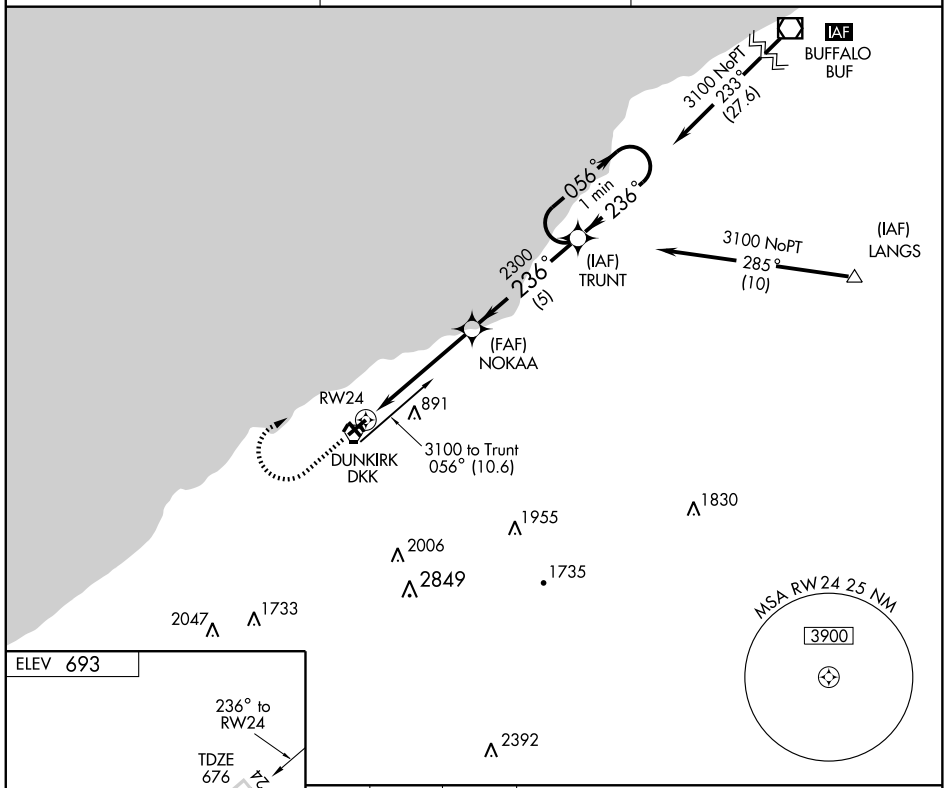
DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

T
NA

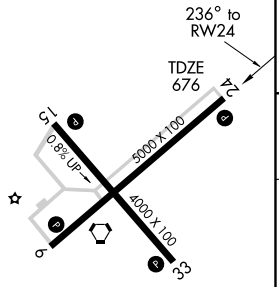
IAF ARM APPROACH MODE PRIOR TO IAF.

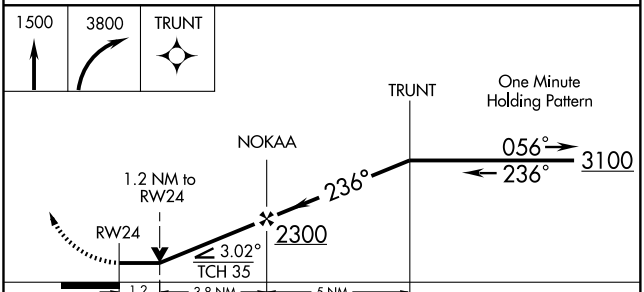
MISSED APPROACH: Climb to 1500, then climbing right turn to 3800 direct TRUNT WP and hold.

ASOS	BUFFALO APP CON	UNICOM
119.275	126.5 317.6	123.075 (CTAF) L



ELEV 693





CATEGORY	A	B	C	D
S-24	1080-1	404 (400-1)	1080-1¼	404 (400-1¼)
CIRCLING	1220-1 527 (600-1)	1240-1 547 (600-1)	1280-1½ 587 (600-1½)	1540-2¾ 847 (900-2¾)

REIL Rwys 6 and 24 L
MIRL Rwys 6-24 and 15-33 L

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
326°	TDZE	693
	Apt Elev	693

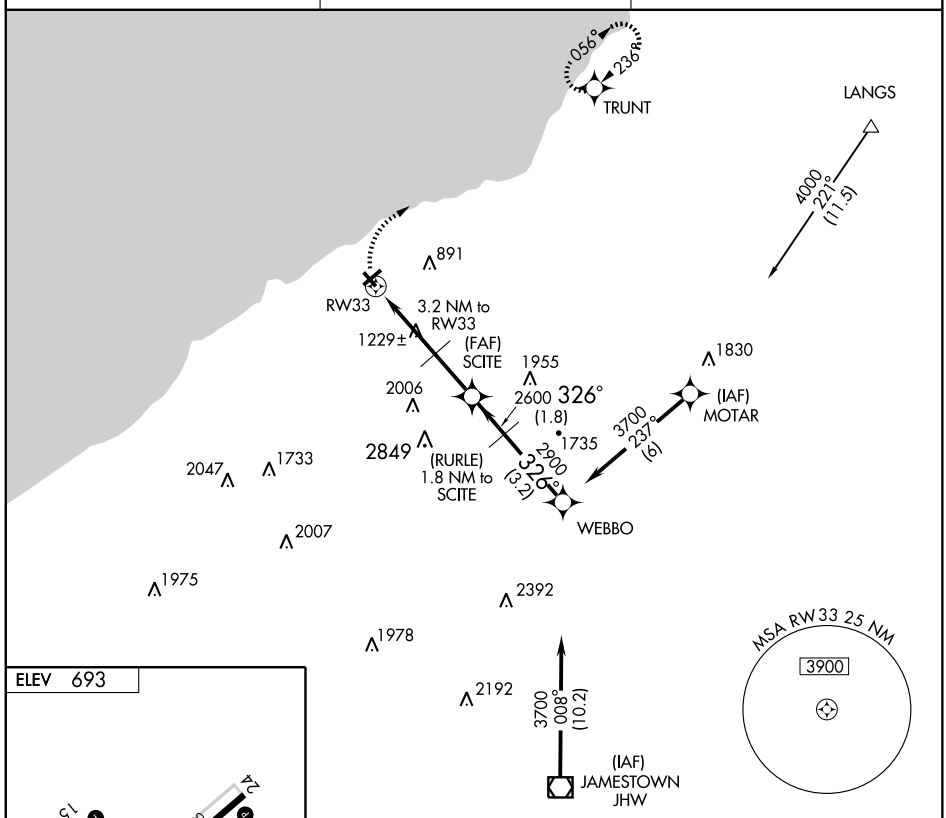
GPS RWY 33

DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

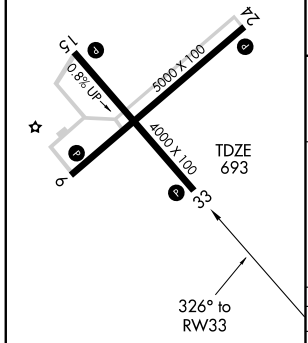
T
NA

MISSED APPROACH: Climbing right turn to 3800 direct TRUNT WP and hold.

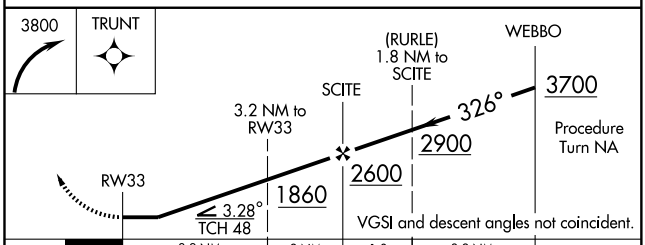
ASOS	BUFFALO APP CON	UNICOM
119.275	126.5 317.6	123.075 (CTAF) L



ELEV 693



REIL Rwys 6 and 24 L
MIRL Rwys 6-24 and 15-33 L



CATEGORY	A	B	C	D
S-33	1480-1 787 (800-1)	1480-1¼ 787 (800-1¼)	1480-2¼ 787 (800-2¼)	1480-2½ 787 (800-2½)
CIRCLING	1480-1 787 (800-1)	1480-1¼ 787 (800-1¼)	1480-2¼ 787 (800-2¼)	1540-2¾ 847 (900-2¾)

NE-2, 14 JAN 2010 to 11 FEB 2010

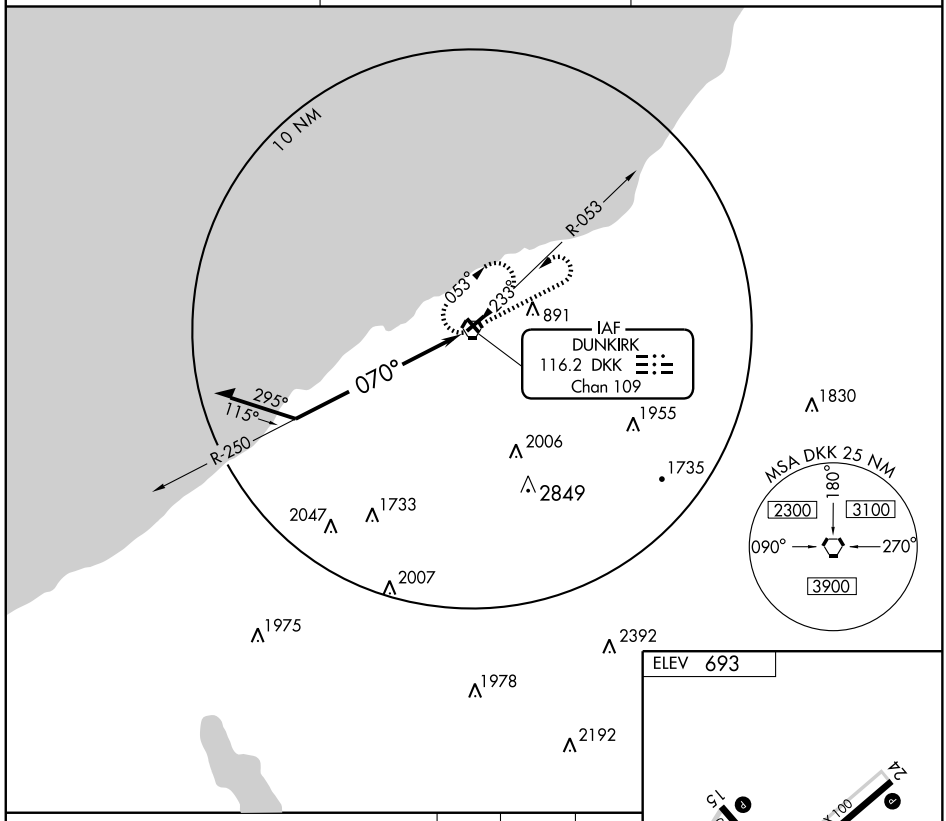
VORTAC DKK	APP CRS	Rwy Idg	5000
116.2	070°	TDZE	676
Chan 109		Apt Elev	693

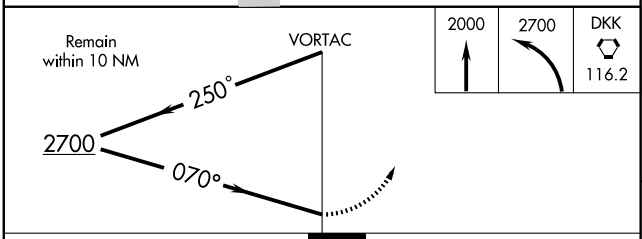
VOR RWY 6

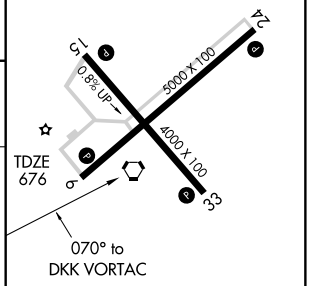
DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

MISSED APPROACH: Climb to 2000, then climbing left turn to 2700 direct DKK VORTAC and hold.

ASOS	BUFFALO APP CON	UNICOM
119.275	126.5 317.6	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-6	1320-1	644 (700-1)	1320-1¾ 644 (700-1¾)	1320-2 644 (700-2)
CIRCLING	1320-1	627 (700-1)	1320-1¾ 627 (700-1¾)	1540-2¾ 847 (900-2¾)

REIL Rwys 6 and 24 L
MIRL Rwys 6-24 and 15-33 L

Knots	60	90	120	150	180
Min:Sec					

NE-2. 14 JAN 2010 to 11 FEB 2010

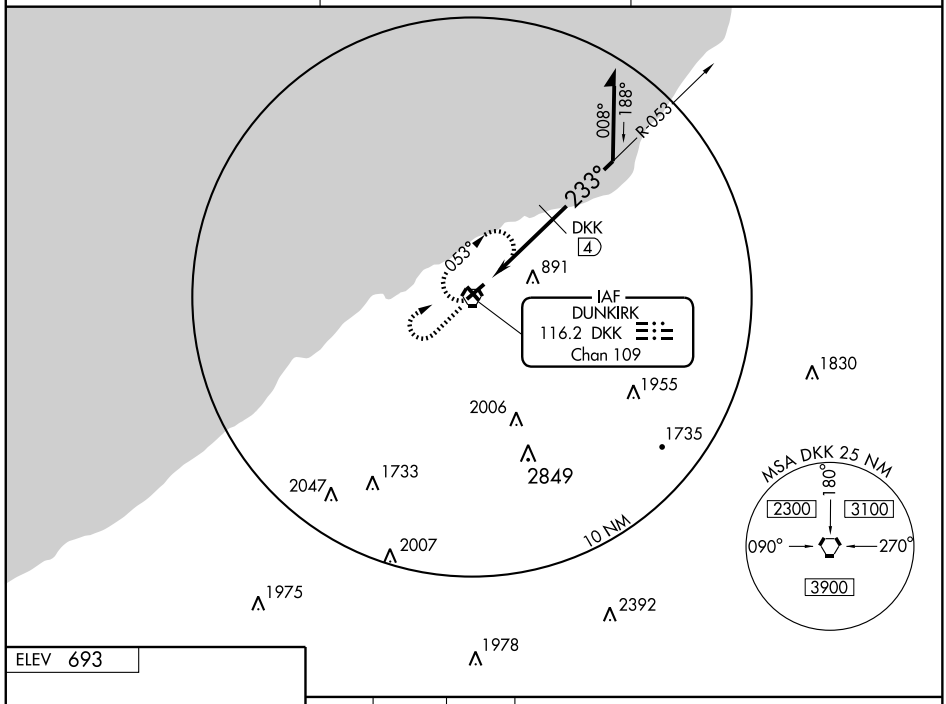
VORTAC DKK	APP CRS	Rwy Idg	5000
116.2	233°	TDZE	676
Chan 109		Apt Elev	693

VOR RWY 24

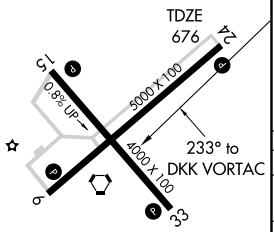
DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 direct DKK VORTAC and hold.

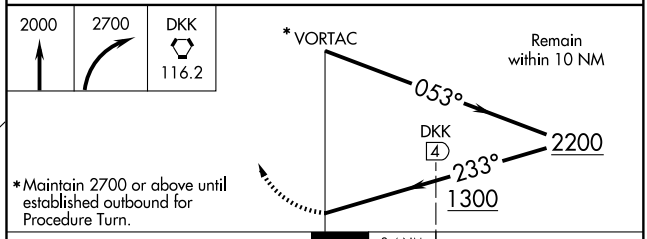
ASOS	BUFFALO APP CON	UNICOM
119.275	126.5 317.6	123.075 (CTAF) L



ELEV 693



REIL Rwys 6 and 24 L
MIRL Rwys 6-24 and 15-33 L



CATEGORY	A	B	C	D
S-24	1300-1 624 (700-1)		1300-1¾ 624 (700-1¾)	1300-2 624 (700-2)
CIRCLING	1300-1 607 (700-1)		1300-1¾ 607 (700-1¾)	1540-2¾ 847 (900-2¾)
DME MINIMUMS				
S-24	1140-1 464 (500-1)		1140-1¼ 464 (500-1¼)	1140-1½ 464 (500-1½)
CIRCLING	1220-1 527 (600-1)	1240-1 547 (600-1)	1280-1½ 587 (600-1½)	1540-2¾ 847 (900-2¾)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4255
282°	TDZE	46
	Apt Elev	55

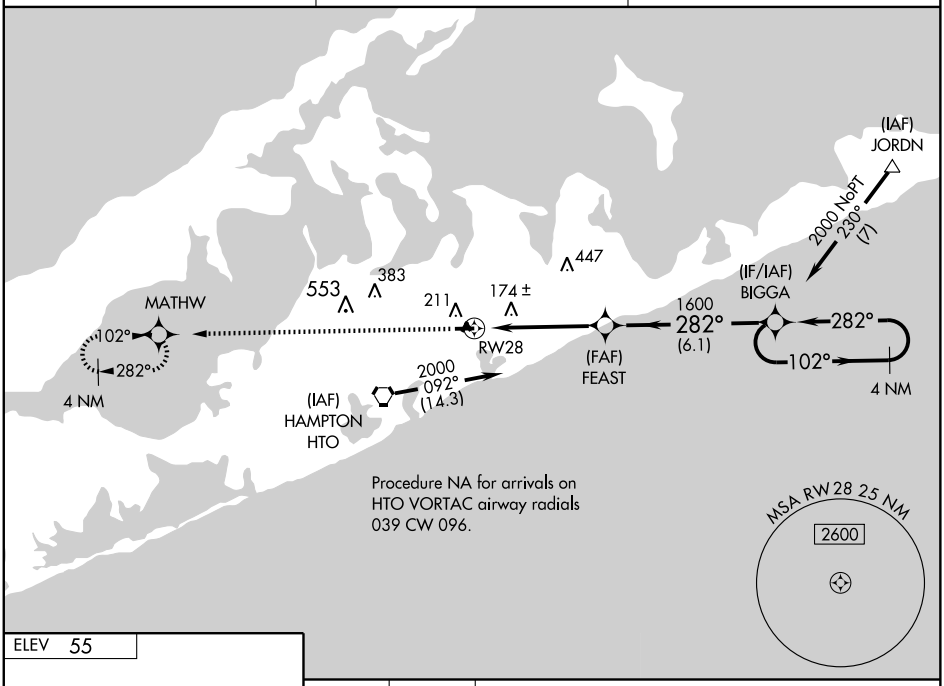
RNAV (GPS) RWY 28
EAST HAMPTON (HTO)

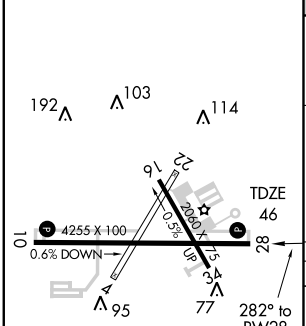
T
NA

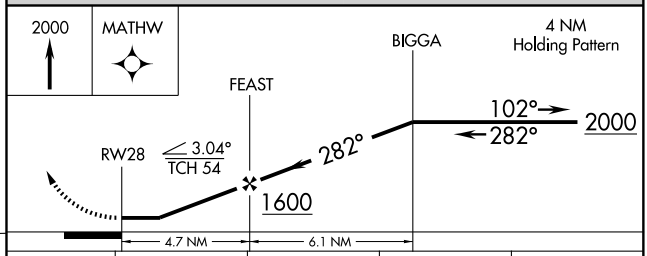
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct MATHW and hold.

NEW YORK APP CON	CLNC DEL	UNICOM
125.975 343.65	118.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	440-1 394 (400-1)			440-1¼ 394 (400-1¼)
CIRCLING	560-1 505 (600-1)		560-1½ 505 (600-1½)	620-2 565 (600-2)
WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS				
LNAV MDA	480-1 434 (500-1)		480-1¼ 434 (500-1¼)	480-1½ 434 (500-1½)
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4255
102°	TDZE	55
	Apt Elev	55

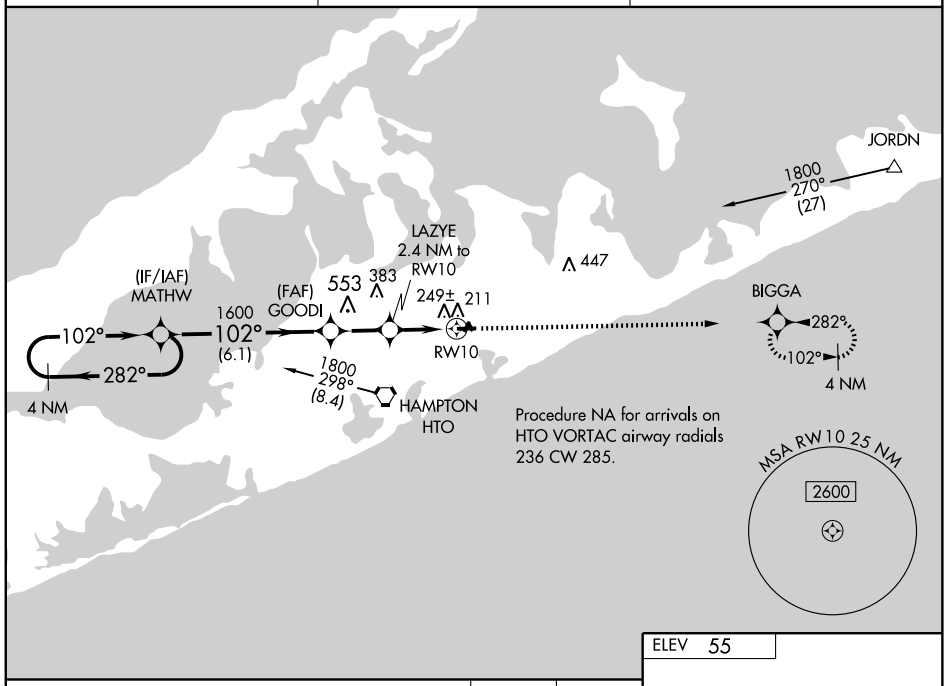
RNAV (GPS) Y RWY 10
EAST HAMPTON (HTO)

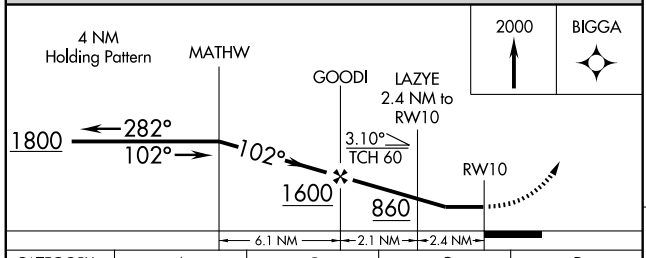
T
NA

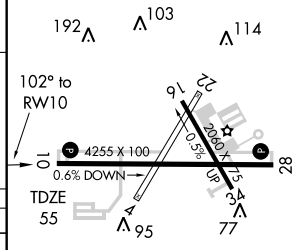
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct BIGGA and hold.

NEW YORK APP CON	CLNC DEL	UNICOM
125.975 343.65	118.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	500-1 445 (500-1)		500-1¼ 445 (500-1¼)	500-1½ 445 (500-1½)
CIRCLING	560-1 505 (600-1)		560-1½ 505 (600-1½)	620-2 565 (600-2)
WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS				
LNAV MDA	560-1 505 (600-1)		560-1½ 505 (600-1½)	
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-2. 14 JAN 2010 to 11 FEB 2010

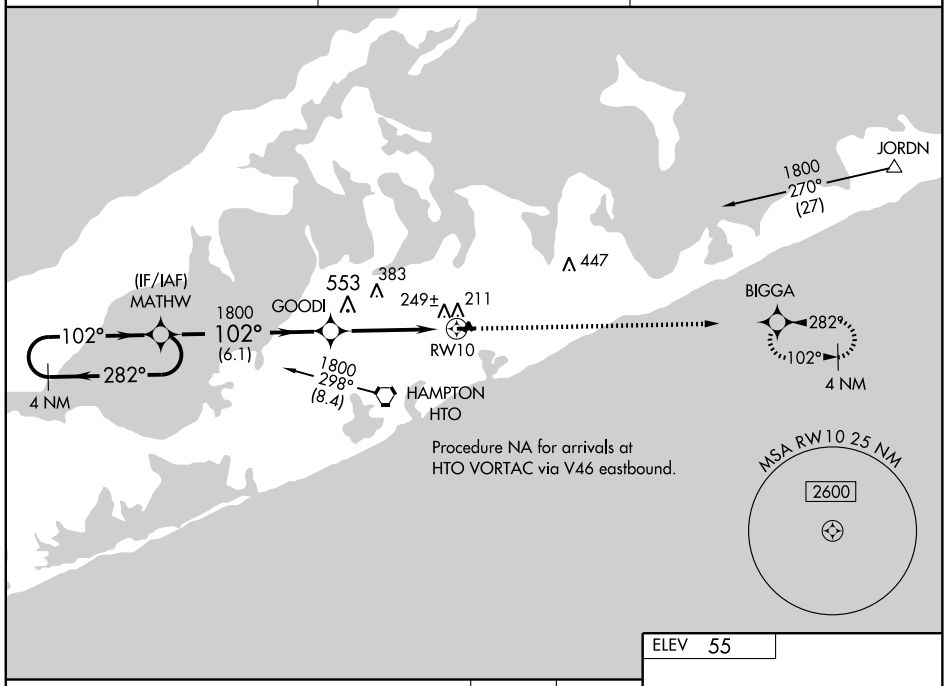
WAAS CH 40112 W10A	APP CRS 102°	Rwy Idg 4255 TDZE 55 Apt Elev 55

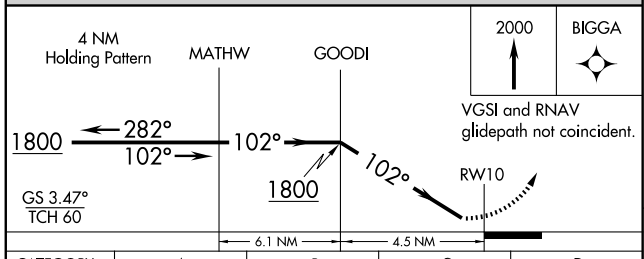
RNAV (GPS) Z RWY 10
EAST HAMPTON (HTO)

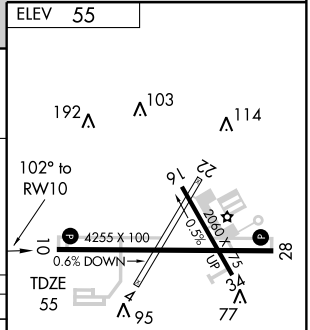
Baro-VNAV NA when using Westhampton altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 50°C (122°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct BIGGA and hold.

NEW YORK APP CON	CLNC DEL	UNICOM
125.975 343.65	118.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	408-1	353 (400-1)		NA
LNAV/VNAV DA	524-1½	469 (500-1½)		NA
CIRCLING	560-1½	505 (600-1½)		NA
WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS				
LPV DA	453-1¼	398 (400-1¼)		NA
LNAV/VNAV DA	569-1½	514 (600-1½)		NA
CIRCLING	600-1½	545 (600-1½)		NA

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-2. 14 JAN 2010 to 11 FEB 2010

VORTAC HTO	APP CRS	Rwy Idg	N/A
113.6	063°	TDZE	N/A
Chan 83		Apt Elev	55

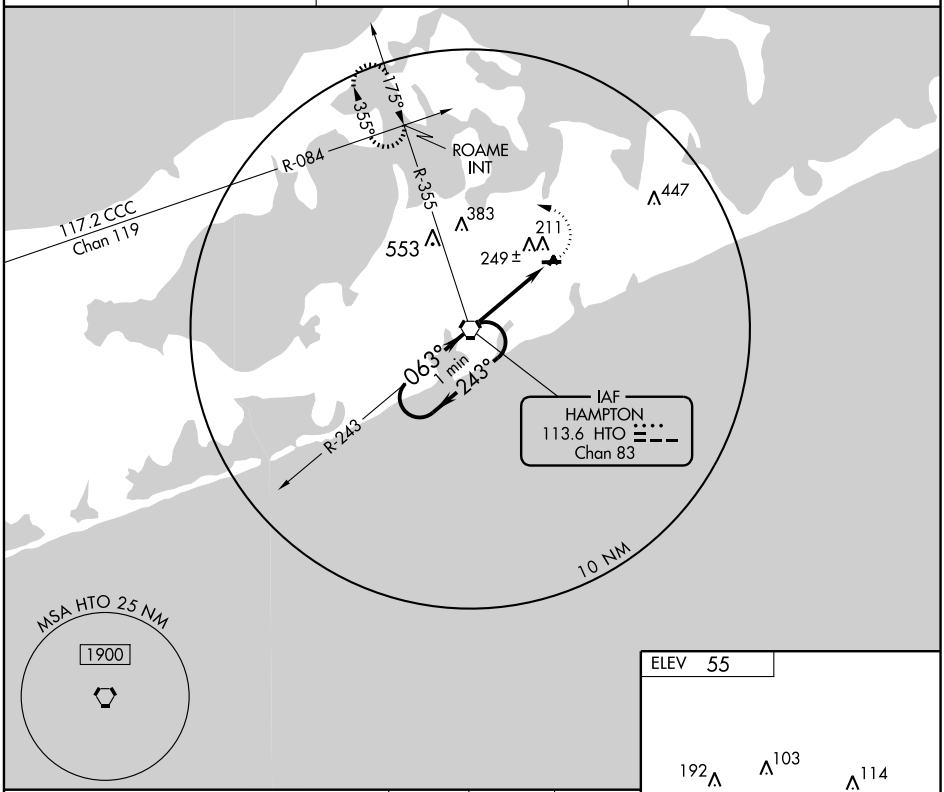
VOR-A
EAST HAMPTON (HTO)

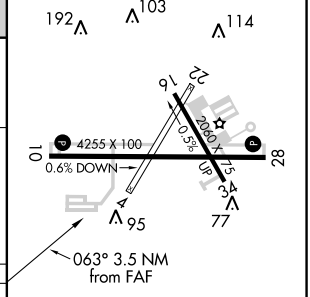
NA

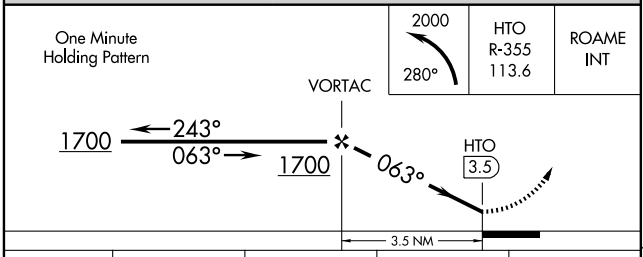
Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via heading 280° and HTO VORTAC R-355 to ROAME INT and hold.

NEW YORK APP CON	CLNC DEL	UNICOM
125.975 343.65	118.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	560-1 505 (600-1)		560-1½ 505 (600-1½)	620-2 565 (600-2)
WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS				
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

NE-2. 14 JAN 2010 to 11 FEB 2010

ELLENVILLE, NEW YORK AL-9390 (FAA)

APP CRS	Rwy Idg	3538
061°	TDZE	290
	Apt Elev	290

GPS RWY 4

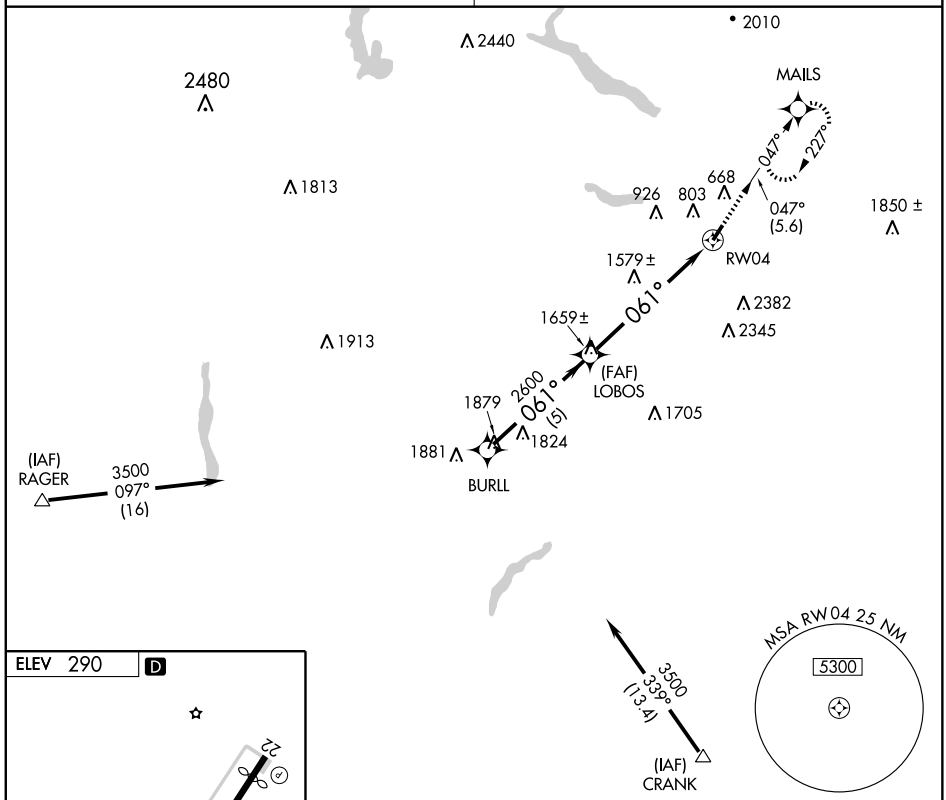
ELLENVILLE/JOSEPH Y RESNICK (N89)

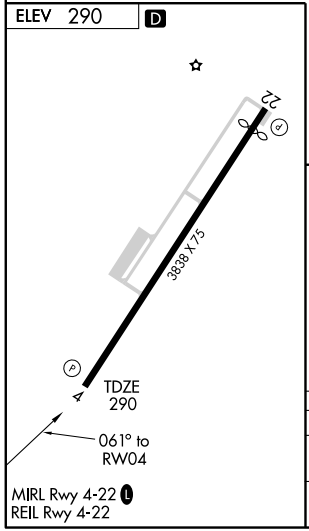
Use Stewart Intl altimeter setting.
Circling not authorized east of Rwy 4-22.

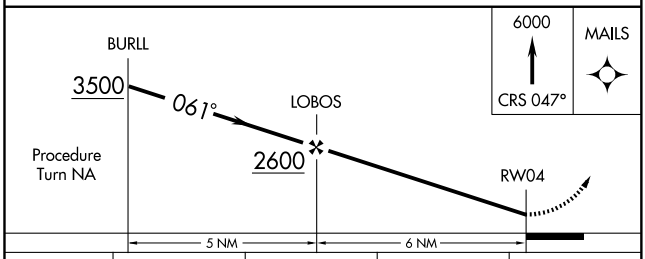
MISSED APPROACH: Climb to 6000 via 047° course to MAILS WP and hold.

NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-4	2180-1¼ 1890 (1900-1¼)	2180-1½ 1890 (1900-1½)	NA	
CIRCLING	2180-1¼ 1890 (1900-1¼)	2180-1½ 1890 (1900-1½)	NA	

NE-2. 14 JAN 2010 to 11 FEB 2010

ELLENVILLE, NEW YORK AL-9390 (FAA)

APP CRS	Rwy Idg	3538
227°	TDZE	289
	Apt Elev	290

GPS RWY 22

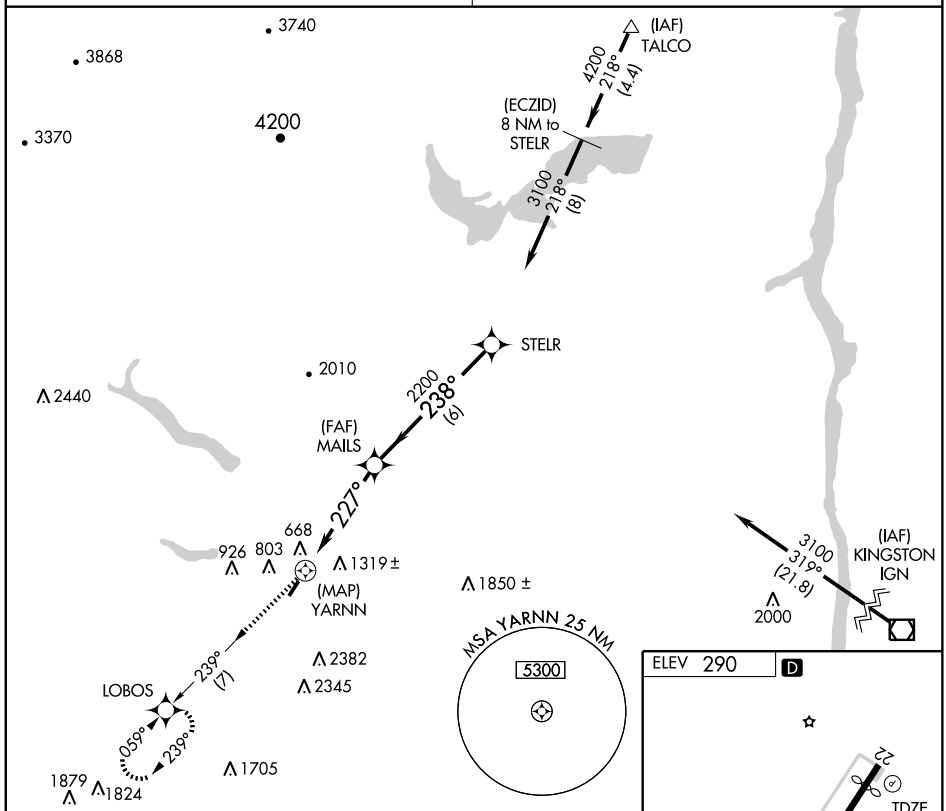
ELLENVILLE/JOSEPH Y RESNICK (N89)

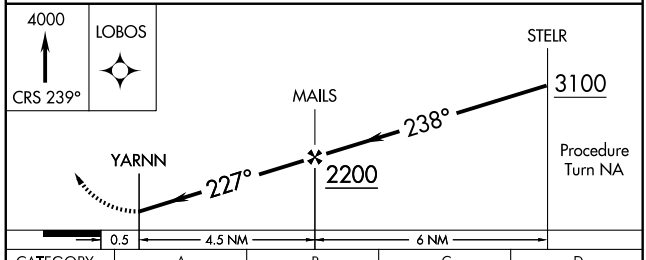
Use Stewart Intl altimeter setting.
Circling not authorized east of Rwy 4-22.

MISSED APPROACH: Climb to 4000 via 239° course to LOBOS WP and hold.

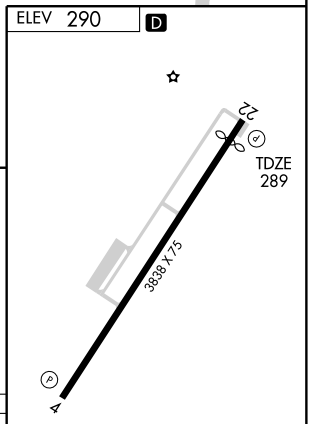
NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF) L



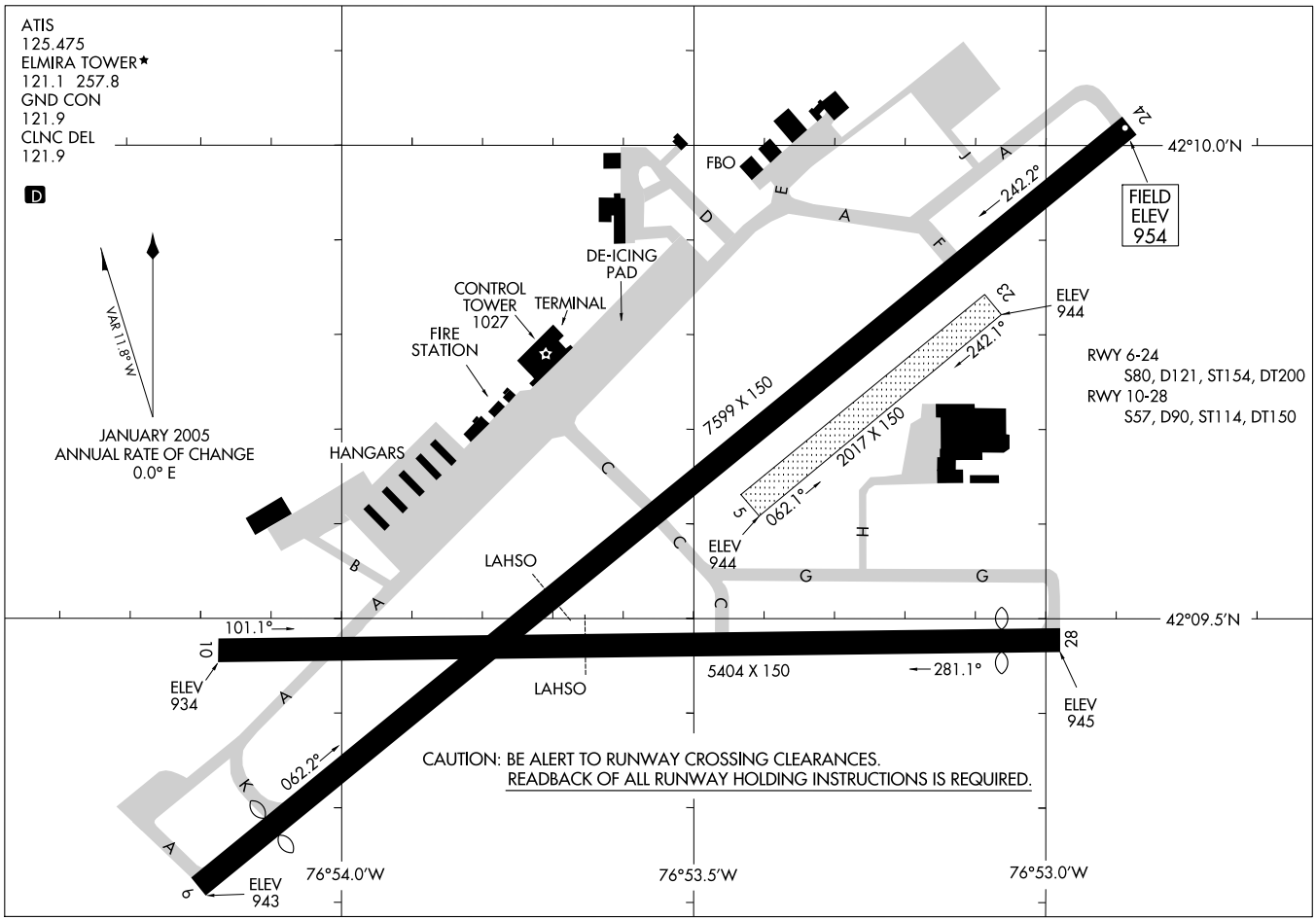


CATEGORY	A	B	C	D
S-22	2080-1¼ 1791 (1800-1¼)	2080-1½ 1791 (1800-1½)	NA	
CIRCLING	2080-1¼ 1790 (1800-1¼)	2080-1½ 1790 (1800-1½)	NA	



MIRL Rwy 4-22 L
REIL Rwy 4-22

NE-2, 14 JAN 2010 to 11 FEB 2010



09127

AIRPORT DIAGRAM

AL-131 (FAA)

ELMIRA/CORNING RGNL (ELM)

ELMIRA, NEW YORK

ELMIRA TWO DEPARTURE

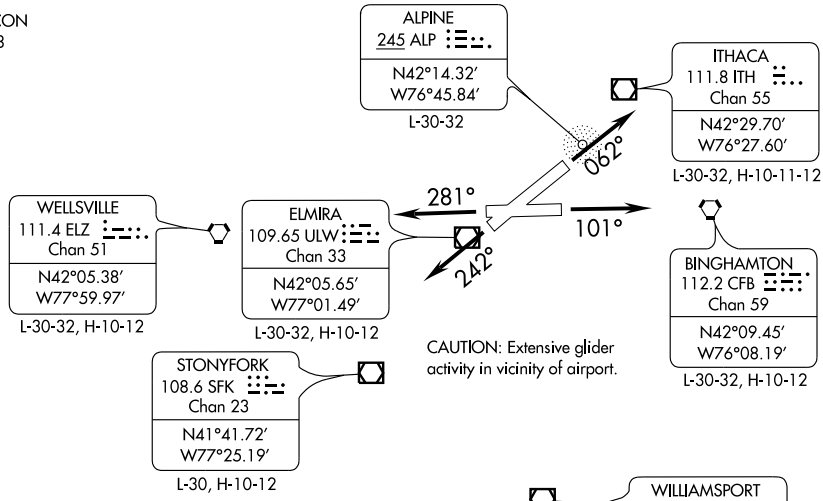
SL-131 (FAA)

ELMIRA/CORNING RGNL (ELM)
ELMIRA, NEW YORK

ATIS 125.475
CLNC DEL
121.9
GND CON
121.9
ELMIRA TOWER ★
121.1 257.8
ELMIRA DEP CON
119.45 257.8

TAKE-OFF MINIMUMS:

Rwy 5, 23, NA - ATC.
Rwy 6, 600-2¾ or STANDARD with minimum climb of 325′ per NM to 1700.
Rwy 10, STANDARD with minimum climb of 449′ per NM to 1600.
Rwy 24, STANDARD with minimum climb of 423′ per NM to 2400.
Rwy 28, STANDARD with minimum climb of 636′ per NM to 2100.



NOTE: Chart not to scale.

NOTE: RADAR REQUIRED

NOTE: Procedure NA when ELM APP CON closed.

TAKE-OFF OBSTACLES:

NOTE: Rwy 6: Multiple trees beginning 984′ from DER, 228′ left of centerline, up to 34′ AGL/1023′ MSL.
Multiple trees 2.1 NM from DER, 3938′ left of centerline, up to 100′ AGL/1499′ MSL.
Multiple trees beginning 809′ from DER, 102′ right of centerline, up to 39′ AGL/1028′ MSL.

NOTE: Rwy 10: Poles and multiple trees beginning 551′ from DER, 38′ left of centerline, up to 49′ AGL/998′ MSL.
Pole and multiple trees beginning 130′ from DER, 125′ right of centerline, up to 63′ AGL/1012′ MSL.

NOTE: Rwy 24: Sign and Multiple Trees beginning 870′ from DER, 528′ left of centerline, up to 48′ AGL/1006′ MSL.

NOTE: Rwy 28: Multiple trees beginning 1341′ from DER, 289′ left of centerline, up to 73′ AGL/1012′ MSL.
Tower and multiple trees beginning 440′ from DER, 472′ right of centerline, up to 92′ AGL/1031′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 06: Climb heading 062° to 4000, thence. . . .
TAKE-OFF RUNWAY 24: Climb heading 242° to 4000, thence. . . .
TAKE-OFF RUNWAY 10: Climb heading 101° to 4000, thence. . . .
TAKE-OFF RUNWAY 28: Climb heading 281° to 4000, thence. . . .

. . . . Expect radar vectors to join assigned route/fix. Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If radio contact is not established/lost within 2 minutes after departure, proceed on course and climb to 5000′. Ten minutes after departure, climb to filed altitude/flight level.

LOC I-ELM	APP CRS	Rwy Idg	7599
109.1	242°	TDZE	955
		Apt Elev	955

ILS or LOC RWY 24

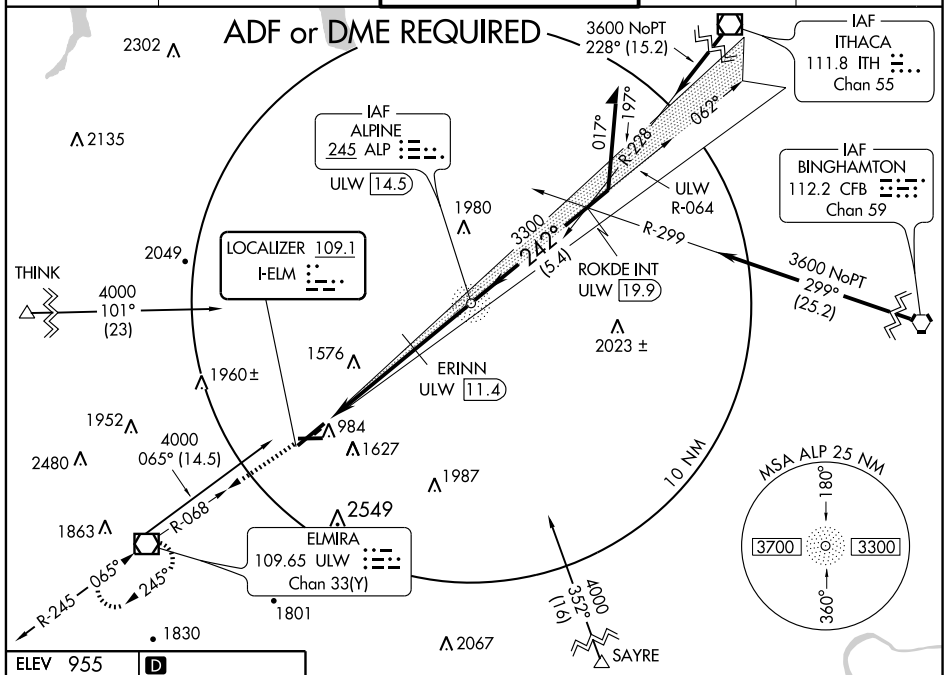
ELMIRA/CORNING RGNL (ELM)

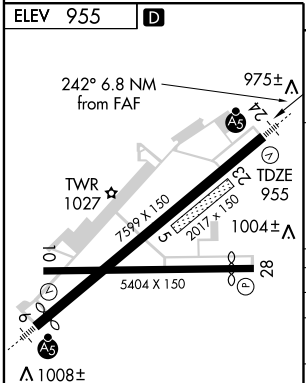
DME from ULW VOR/DME.

MALSR

MISSED APPROACH: Climb to 4000 via ULW R-068 to ULW VOR/DME and hold.

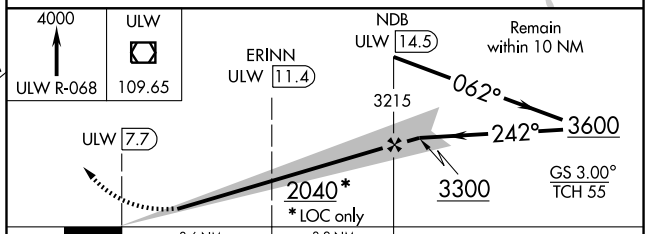
ATIS	ELMIRA APP CON ★	ELMIRA TOWER ★	GND CON	UNICOM
125.475	119.45 257.8	121.1 (CTAF) L 257.8	121.9	122.95





HIRL Rwy 6-24 L
MIRL Rwy 10-28

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16



CATEGORY	A	B	C	D
S-ILS 24	1205/24 250 (300-½)			
S-LOC 24	2040/40 1085 (1100-¾)	2040/50 1085 (1100-1)	2040-2½ 1085 (1100-2½)	
CIRCLING	2060-1¼ 1105 (1200-1¼)	2120-1½ 1165 (1200-1½)	2140-3 1185 (1200-3)	
ERINN FIX MINIMUMS				
S-LOC 24	1600/24 645 (700-½)		1600/60 645 (700-1¼)	1600-1½ 645 (700-1½)
CIRCLING	2060-1¼ 1105 (1200-1¼)	2120-1½ 1165 (1200-1½)	2140-3 1185 (1200-3)	

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-UEK	APP CRS	Rwy Idg	6999
109.1	062°	TDZE	944
		Apt Elev	955

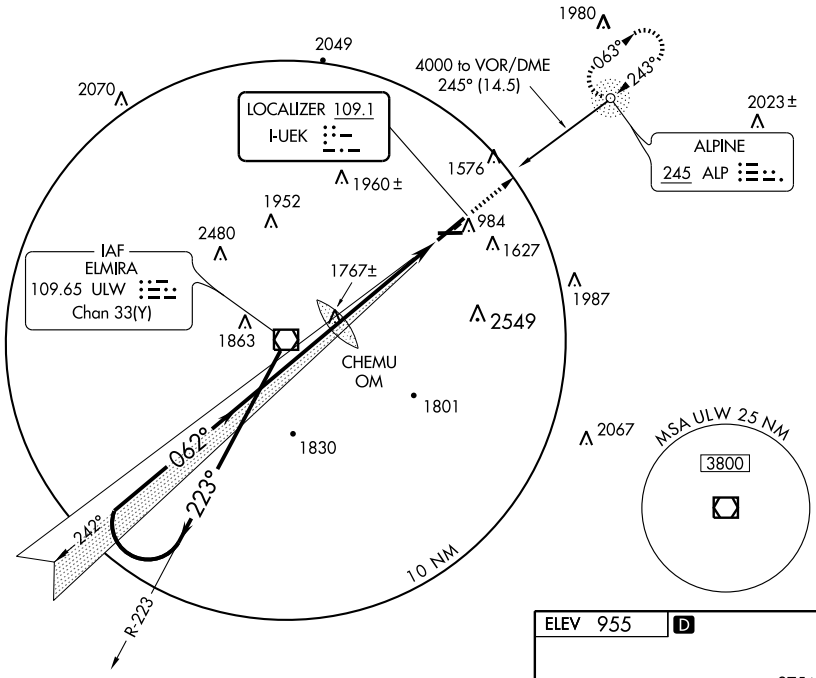
ILS RWY 6

ELMIRA/CORNING RGNL (ELM)

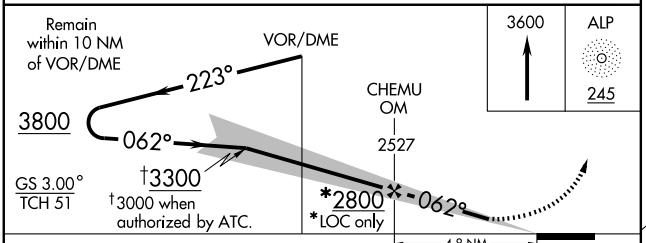
MALSR

MISSED APPROACH: Climb to 3600 direct to ALP NDB and hold.

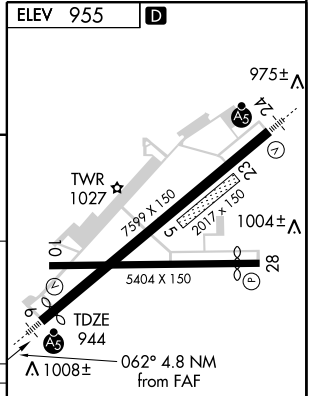
ATIS	ELMIRA APP CON ★	ELMIRA TOWER ★	GND CON	UNICOM
125.475	119.45 257.8	121.1 (CTAF) L 257.8	121.9	122.95



ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 6	1144-½ 200 (200-½)			
S-LOC 6	2020-¾ 1076 (1100-¾)	2020-1 1076 (1100-1)	2020-2½ 1076 (1100-2½)	
CIRCLING	2060-1¼ 1105 (1200-1¼)	2120-1½ 1165 (1200-1½)	2140-3 1185 (1200-3)	



HIRL Rwy 6-24 L
MIRL Rwy 10-28

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6999
062°	TDZE	944
	Apt Elev	955

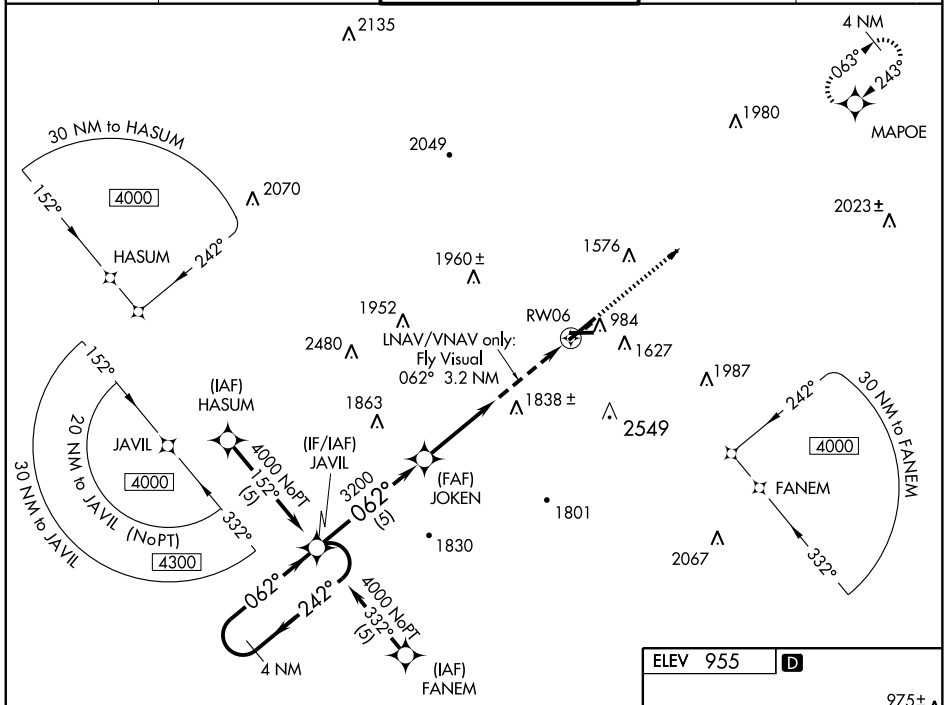
RNAV (GPS) RWY 6
ELMIRA/CORNING RGNL (ELM)

Inoperative table does not apply to LNAV/VNAV. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).

MALSR

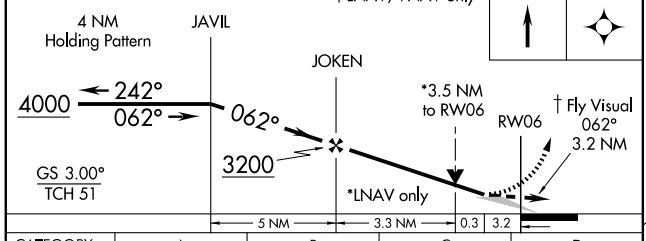
MISSED APPROACH: Climb to 4000 direct MAPOE WP and hold.

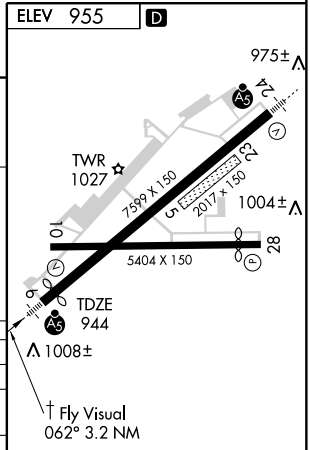
ATIS	ELMIRA APP CON ★	ELMIRA TOWER ★	GND CON	UNICOM
125.475	119.45 257.8	121.1 (CTAF) L 257.8	121.9	122.95



† LNAV/VNAV only

4000 MAPOE





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	2020-2 1076 (1100-2)		2020-3 1076 (1100-3)	
LNAV MDA	2100-¾ 1156 (1200-¾)	2100-1 1156 (1200-1)	2100-2½ 1156 (1200-2½)	
CIRCLING	2100-2 1145 (1200-2)	2120-2 1165 (1200-2)	2140-3 1185 (1200-3)	

HIRL Rwy 6-24 L
MIRL Rwy 10-28

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5004
101°	TDZE	942
	Apt Elev	955

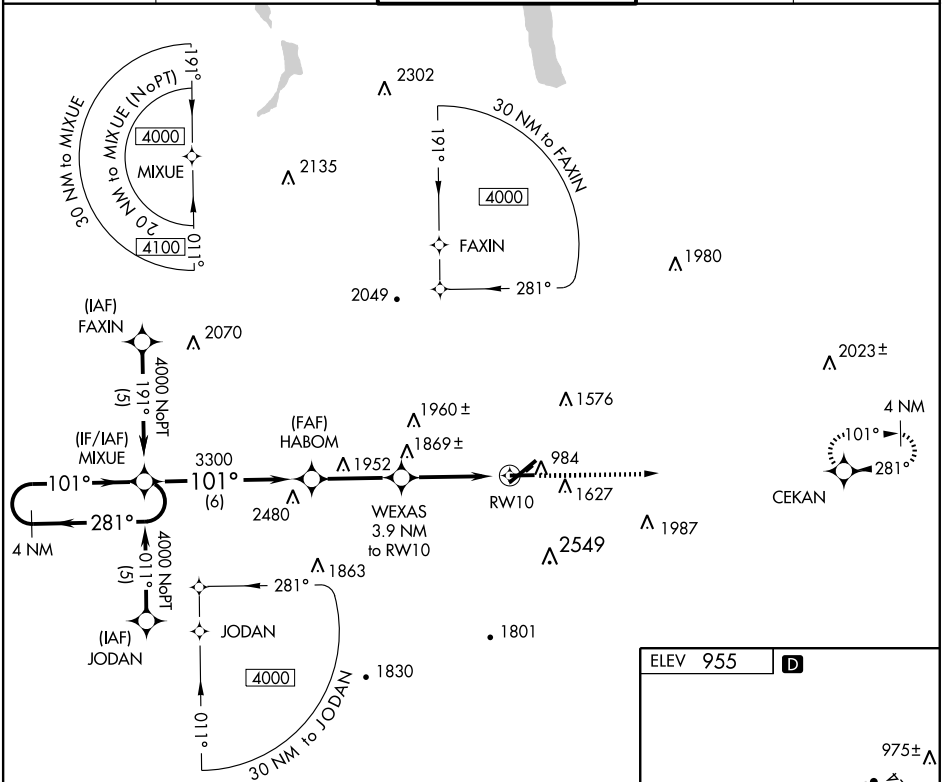
RNAV (GPS) RWY 10

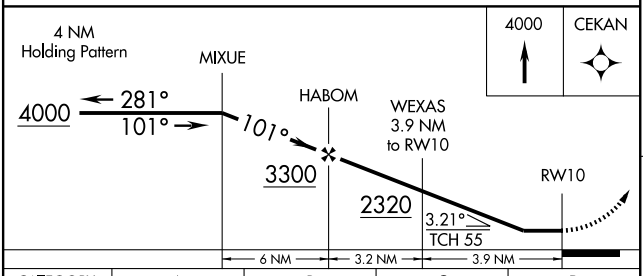
ELMIRA/CORNING RGNL (ELM)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

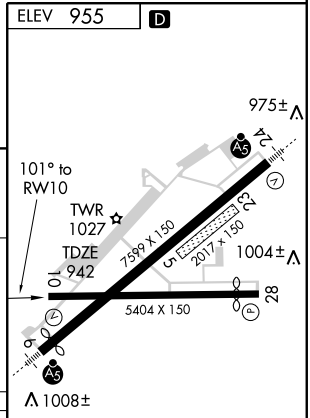
MISSED APPROACH: Climb to 4000 direct CEKAN WP and hold.

ATIS	ELMIRA APP CON ★	ELMIRA TOWER ★	GND CON	UNICOM
125.475	119.45 257.8	121.1 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
LNAV MDA	2120-1¼ 1178 (1200-1¼)	2120-1½ 1178 (1200-1½)	2120-3 1178 (1200-3)	
CIRCLING	2120-1¼ 1165 (1200-1¼)	2120-1½ 1165 (1200-1½)	2120-3 1165 (1200-3)	



HIRL Rwy 6-24 L
MIRL Rwy 10-28

APP CRS	Rwy Idg	7599
242°	TDZE	955
	Apt Elev	955

RNAV (GPS) RWY 24

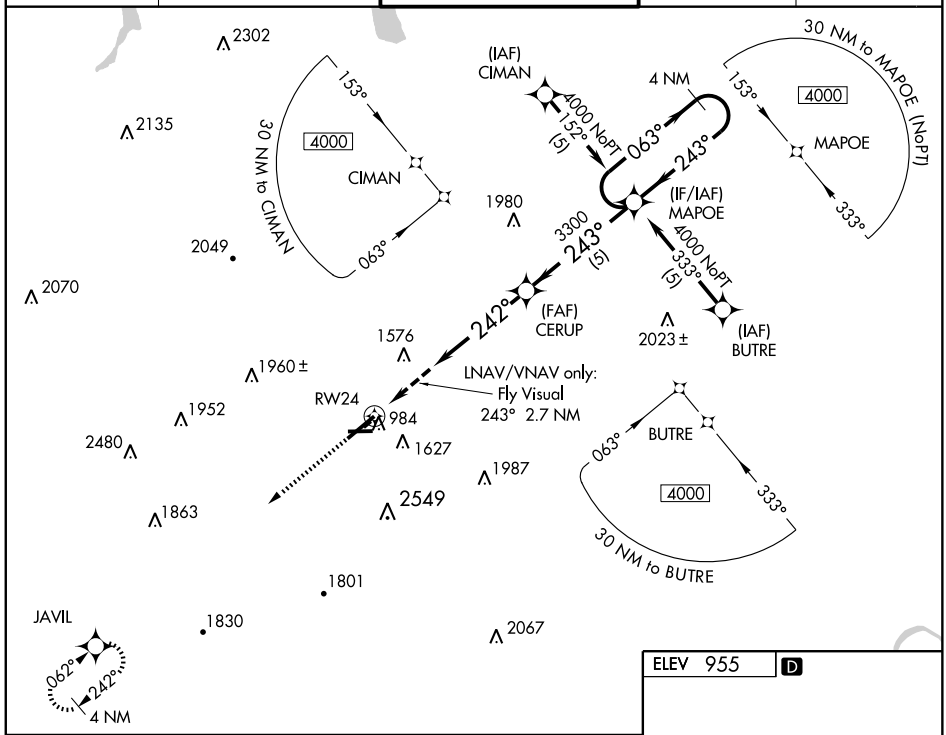
ELMIRA/CORNING RGNL (ELM)

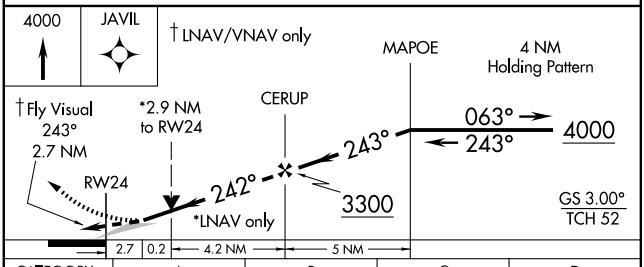
Inoperative table does not apply to LNAV/VNAV. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F).

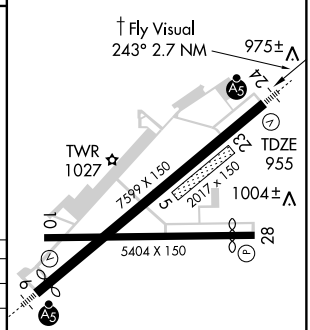
MALSR

MISSED APPROACH: Climb to 4000 direct JAVIL WP and hold.

ATIS	ELMIRA APP CON ★	ELMIRA TOWER ★	GND CON	UNICOM
125.475	119.45 257.8	121.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1860-2 905 (1000-2)		1860-2¾ 905 (1000-2¾)	1860-3 905 (1000-3)
LNAV MDA	1920/40 965 (1000-¾)	1920/50 965 (1000-1)	1920-2½ 965 (1000-2½)	
CIRCLING	2060-2 1105 (1200-2)	2120-2 1165 (1200-2)	2140-2¾ 1185 (1200-2¾)	2140-3 1185 (1200-3)

HIRL Rwy 6-24 L
MIRL Rwy 10-28

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5004
281°	TDZE	945
	Apt Elev	955

RNAV (GPS) RWY 28

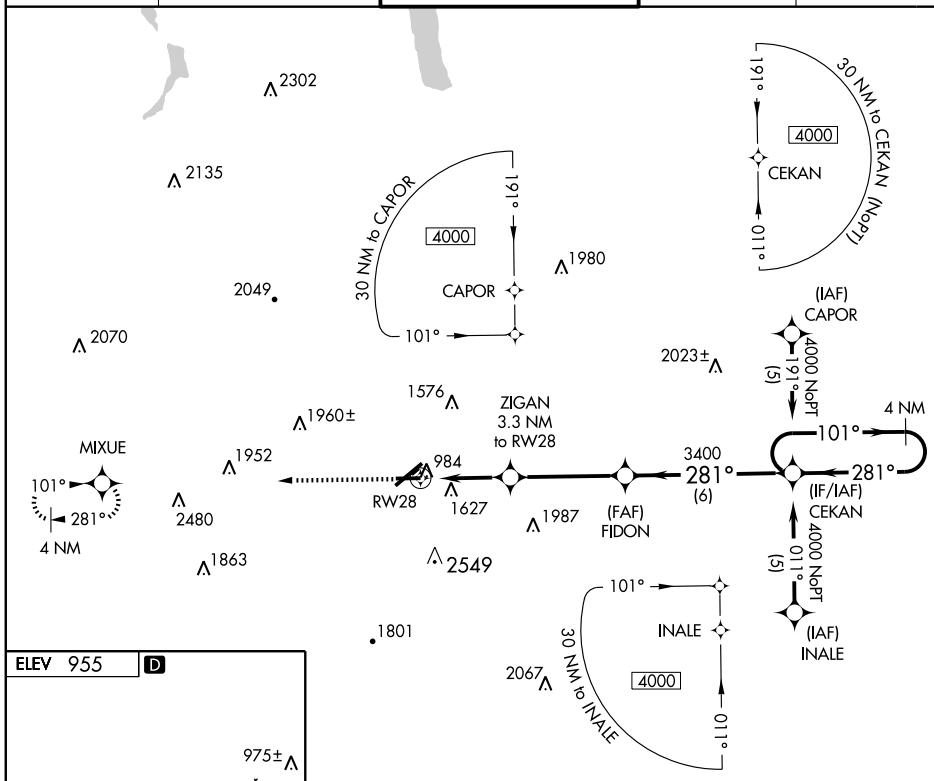
ELMIRA/CORNING RGNL (ELM)

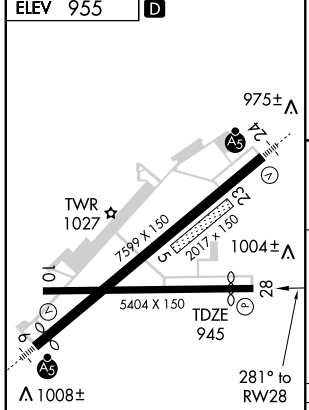
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

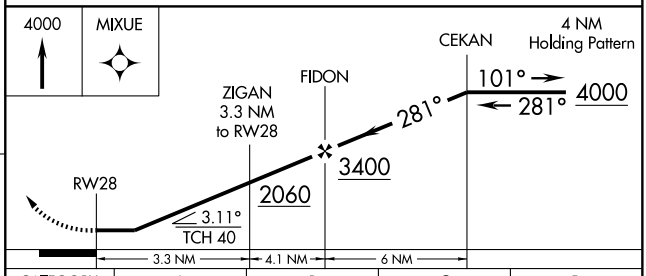
NA

MISSED APPROACH: Climb to 4000 direct MIXUE WP and hold.

ATIS	ELMIRA APP CON ★	ELMIRA TOWER ★	GND CON	UNICOM
125.475	119.45 257.8	121.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1920-1¼ 975 (1000-1¼)	1920-1½ 975 (1000-1½)	1920-3 975 (1000-3)	
CIRCLING	2040-1¼ 1085 (1100-1¼)	2100-1½ 1145 (1200-1½)	2100-3 1145 (1200-3)	

HIRL Rwy 6-24 L
MIRL Rwy 10-28

NE-2. 14 JAN 2010 to 11 FEB 2010

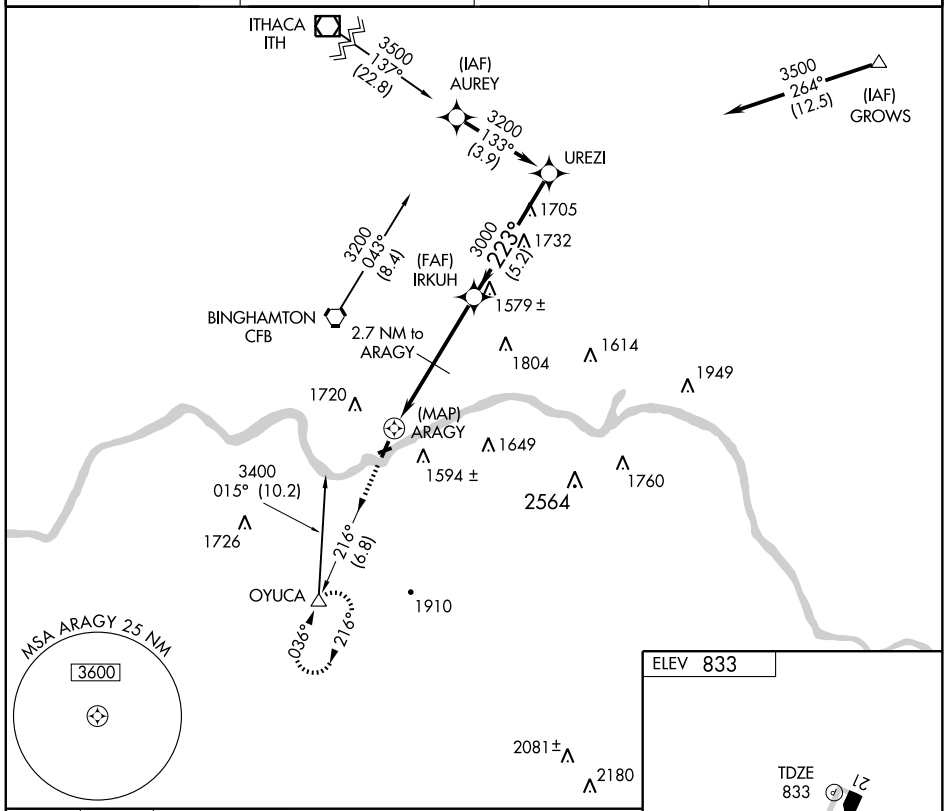
APP CRS	Rwy Idg	3900
223°	TDZE	833
	Apt Elev	833

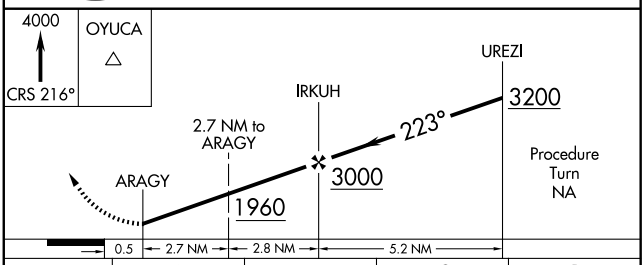
GPS RWY 21
ENDICOTT/ TRI-CITIES (CZG)

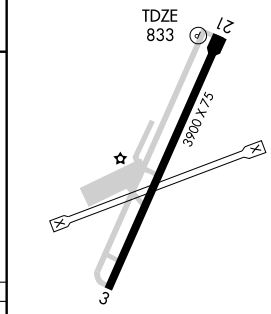
▼ NA — When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet, and S-21 Cat B/C visibility ¼ mile. Circling to Rwy 3 NA at night.

MISSED APPROACH: Climb to 4000 via 216° course to OYUCA WP and hold.

AWOS-3	BINGHAMTON APP CON ★	CLNC DEL	UNICOM
119.075	118.6 257.625	121.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-21	1720-1¼ 887 (900-1¼)		1720-2¾ 887 (900-2¾)	NA
CIRCLING	1940-1¼ 1107 (1200-1¼)	1960-1½ 1127 (1200-1½)	2040-3 1207 (1300-3)	NA

REIL Rwy 3
REIL Rwy 21 L
MIRL Rwy 3-21 L

NE-2, 14 JAN 2010 to 11 FEB 2010

VORTAC CFB 112.2 Chan 59	APP CRS 170°	Rwy Idg N/A TDZE N/A Apt Elev 833

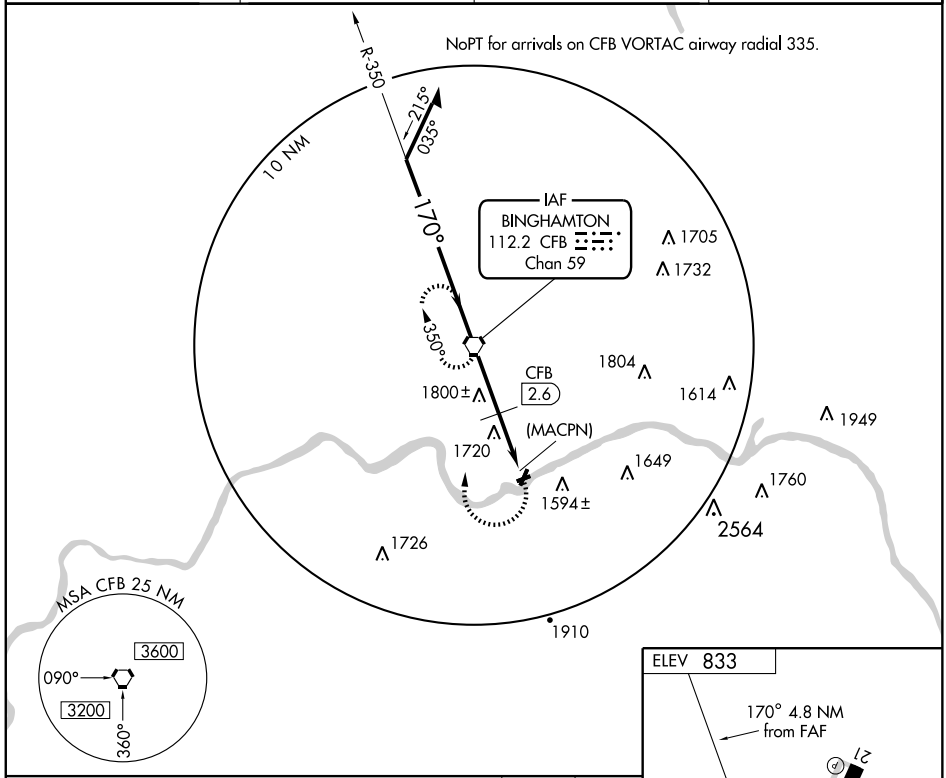
VOR or GPS-A

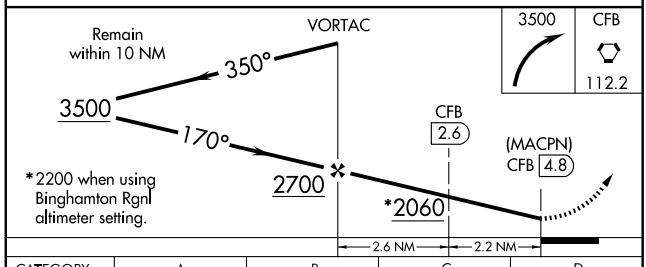
ENDICOTT/ TRI-CITIES (CZG)

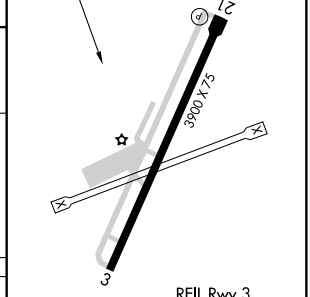
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet. Circling to Rwy 3 NA at night.

MISSED APPROACH: Climbing right turn to 3500 direct to CFB VORTAC and hold.

AWOS-3	BINGHAMTON APP CON ★	CLNC DEL	UNICOM
119.075	118.6 257.625	121.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2060-1¼ 1227 (1300-1¼)	2060-1½ 1227 (1300-1½)	2060-3 1227 (1300-3)	NA
DME MINIMUMS				
CIRCLING	2000-1¼ 1167 (1200-1¼)	2000-1½ 1167 (1200-1½)	2040-3 1207 (1300-3)	NA

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

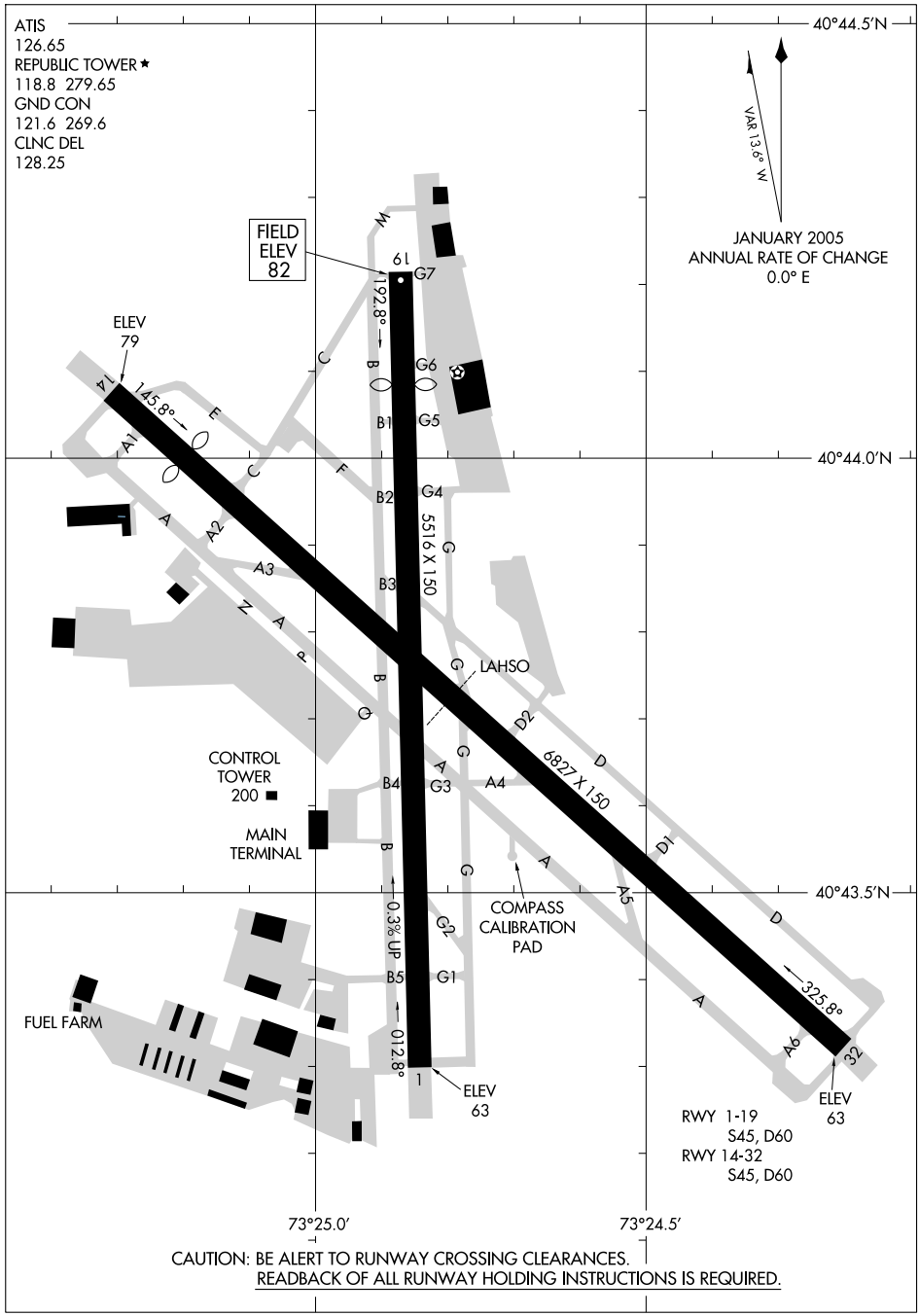
NE-2. 14 JAN 2010 to 11 FEB 2010

09015

AIRPORT DIAGRAM

AL-704 (FAA)

FARMINGDALE / REPUBLIC (FRG)
FARMINGDALE, NEW YORK

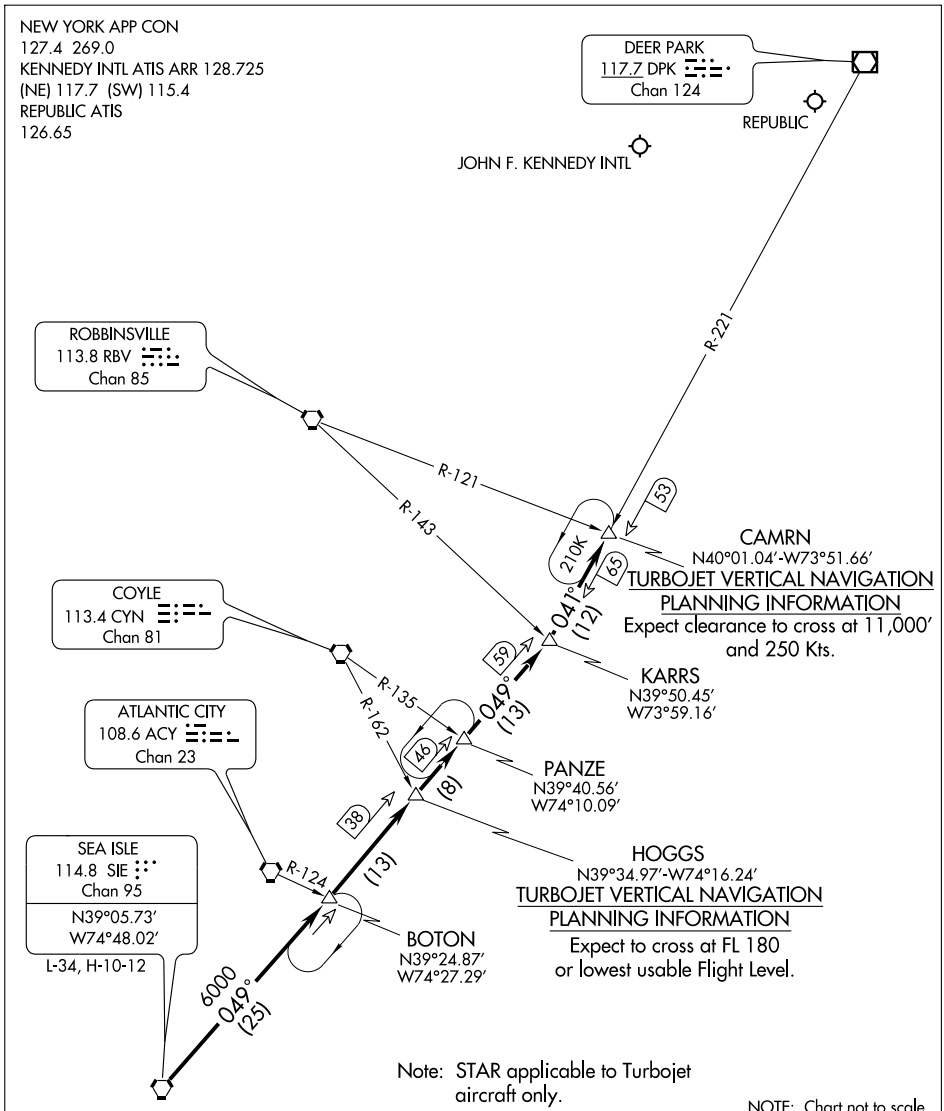


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 14 JAN 2010 to 11 FEB 2010

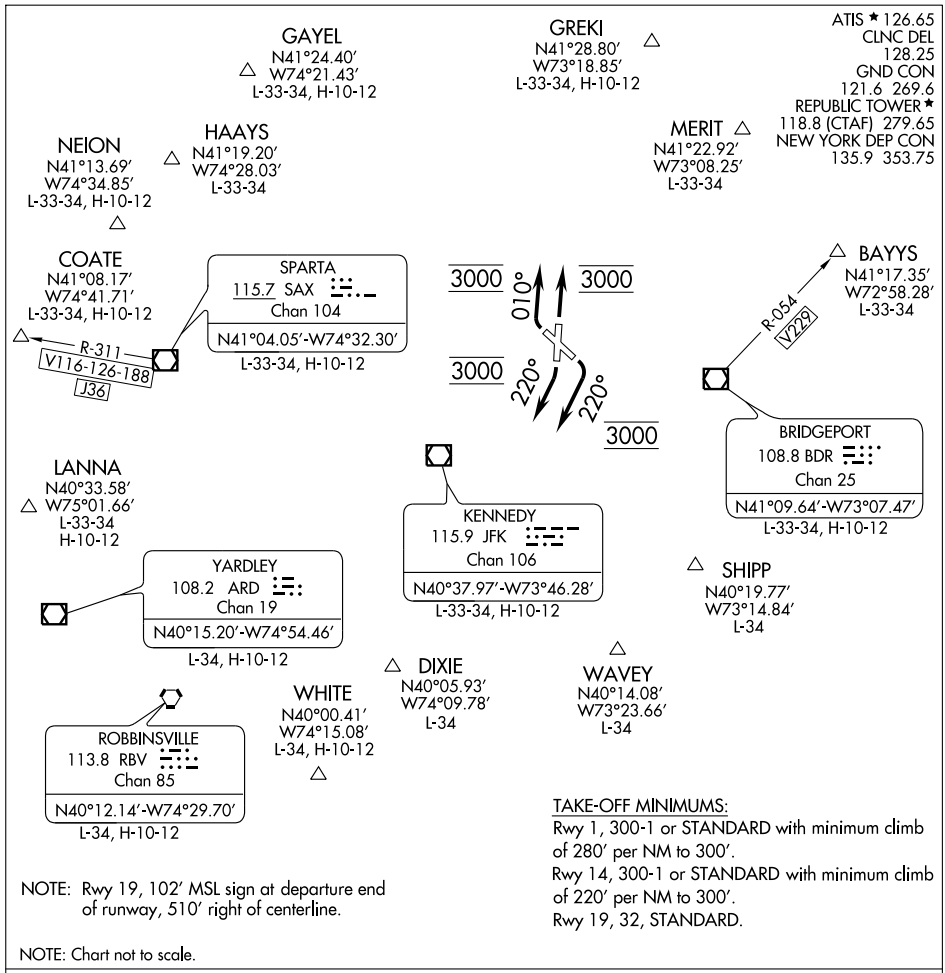
CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK



From over SIE VORTAC via SIE R-049 and DPK R-221 to CAMRN INT. Expect radar vectors to final approach fix in use.

FARMINGDALE THREE DEPARTURE



NOTE: Rwy 19, 102′ MSL sign at departure end of runway, 510′ right of centerline.

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 1, 300-1 or STANDARD with minimum climb of 280′ per NM to 300′.
Rwy 14, 300-1 or STANDARD with minimum climb of 220′ per NM to 300′.
Rwy 19, 32, STANDARD.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb runway heading, maintain 3000 feet, thence . . . .
TAKE-OFF RUNWAY 14 and 19: Climb right heading 220°, maintain 3000 feet, thence . . . .
TAKE-OFF RUNWAY 32: Climb right heading 010°, maintain 3000 feet, thence . . . .

. . . . via vector to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

BAYYS DEPARTURES: Expect vectors to BDR VOR/DME R-054 to BAYYS INT.
COATE DEPARTURES: Expect vectors to SAX VORTAC/SAX R-311 to COATE INT.

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5516
013°	TDZE	72
	Apt Elev	82

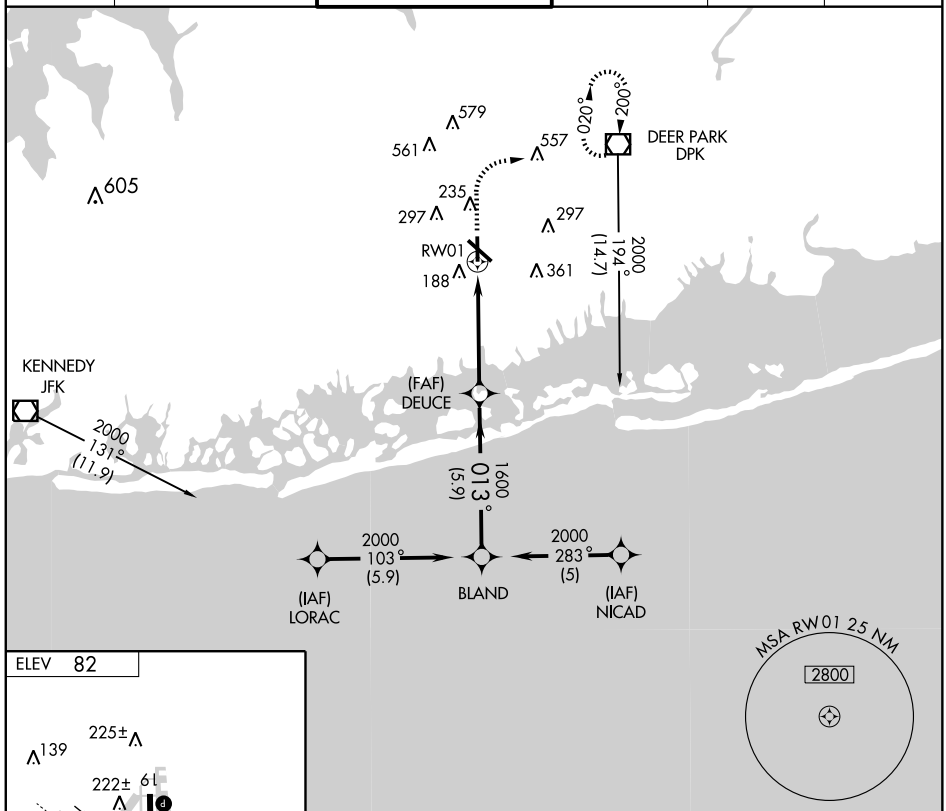
GPS RWY 1

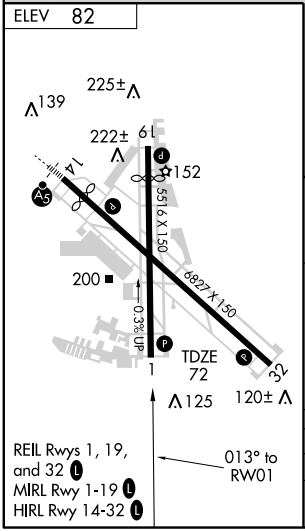
FARMINGDALE/REPUBLIC (FRG)

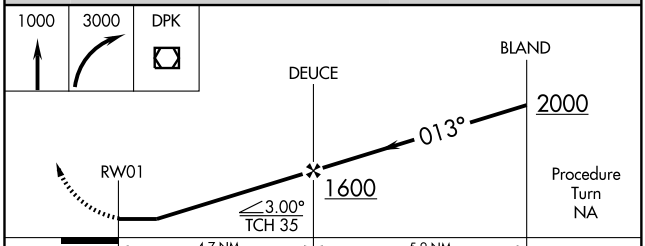
NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct DPK VOR/DME and hold.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) L 279.65	121.6 269.6	128.25	122.95







CATEGORY	A	B	C	D
S-1	480-1	408 (400-1)	480-1¼	408 (400-1¼)
CIRCLING	560-1 478 (500-1)	600-1 518 (600-1)	720-1¾ 638 (700-1¾)	720-2 638 (700-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6167
146°	TDZE	79
	Apt Elev	82

GPS RWY 14

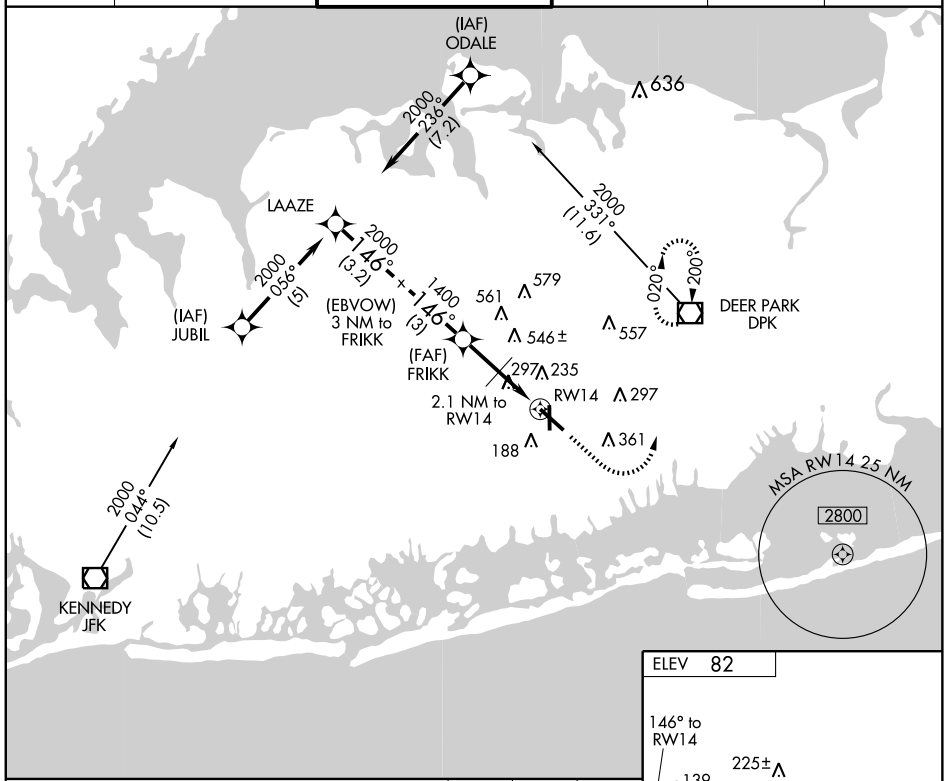
FARMINGDALE/REPUBLIC (FRG)

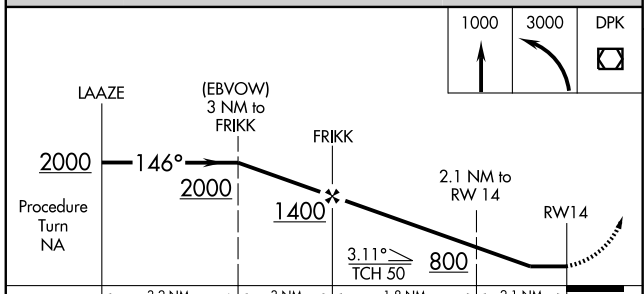
Inoperative table does not apply to S-14 Cat A and B.
For inoperative MALSR, increase S-14 Cat C visibility to 1¼.

MALSR

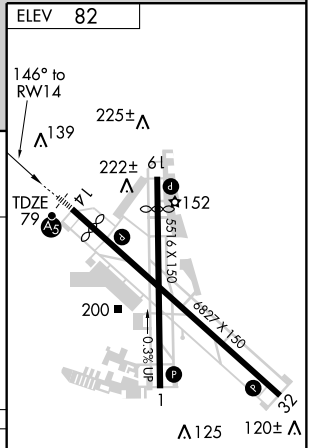
MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct DPK VOR/DME and hold.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) L 279.65	121.6 269.6	128.25	122.95





CATEGORY	A	B	C	D
S-14		560-1	481 (500-1)	
CIRCLING	560-1 478 (500-1)	600-1 518 (600-1)	720-1¾ 638 (700-1¾)	720-2 638 (700-2)



REIL Rwys 1, 19, and 32 L
MIRL Rwy 1-19 L
HIRL Rwy 14-32 L

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4727
193°	TDZE	79
	Apt Elev	82

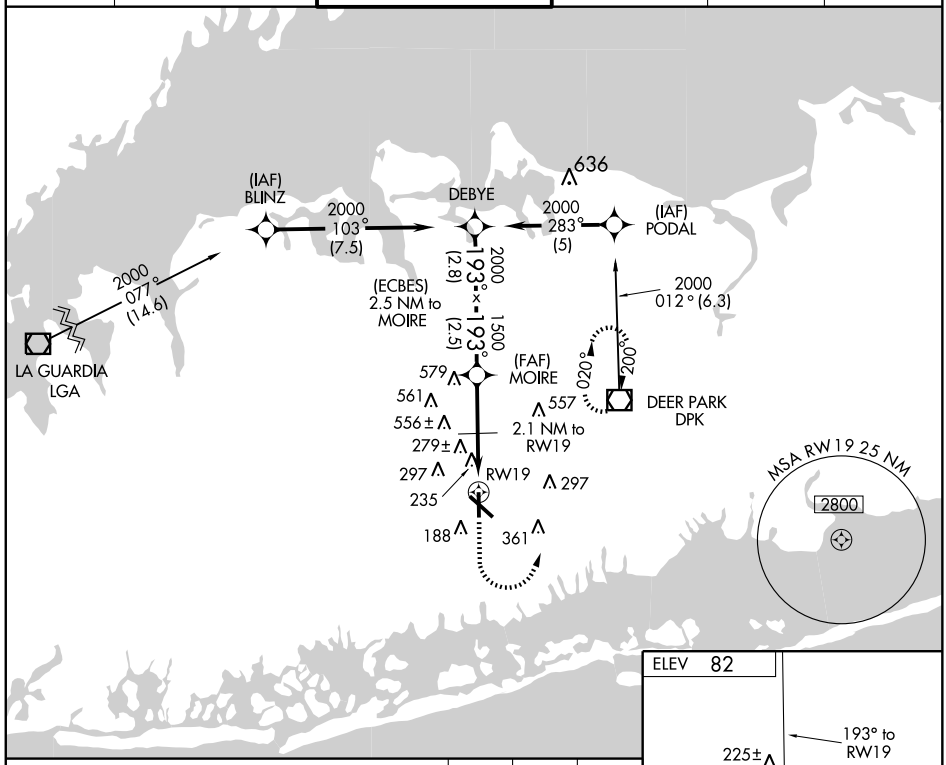
GPS RWY 19

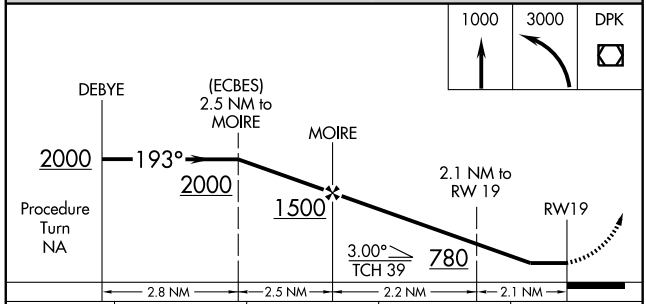
FARMINGDALE/REPUBLIC (FRG)

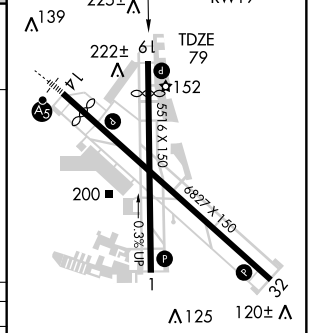
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct DPK VOR/DME and hold.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) L 279.65	121.6 269.6	128.25	122.95







CATEGORY	A	B	C	D
S-19	540-1	461 (500-1)	540-1¼ 461 (500-1¼)	540-1½ 461 (500-1½)
CIRCLING	560-1 478 (500-1)	600-1 518 (600-1)	720-1¾ 638 (700-1¾)	720-2 638 (700-2)

REIL Rwys 1, 19, and 32 L
MIRL Rwy 1-19 L
HIRL Rwy 14-32 L

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-FRG	APP CRS	Rwy Idg	6167
111.9	146°	TDZE	79
		Apt Elev	82

ILS RWY 14

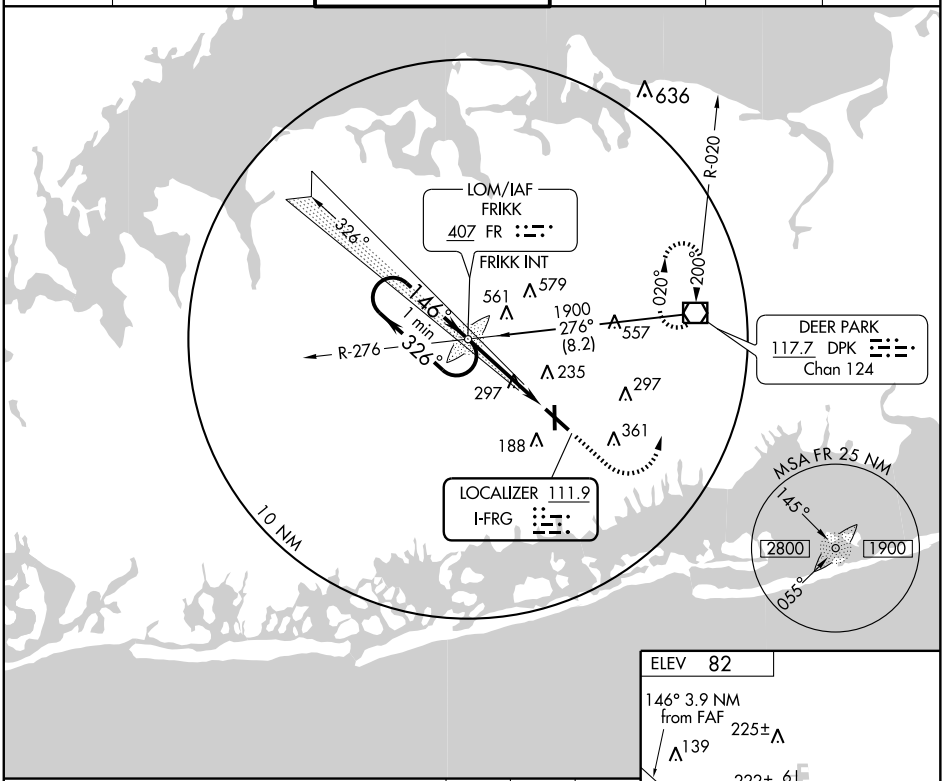
FARMINGDALE/REPUBLIC (FRG)

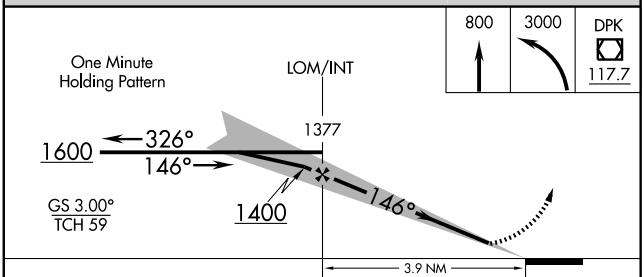
Inoperative table does not apply to S-ILS 14 and S-LOC 14 Cat A/B. For inoperative MALSR, increase S-LOC 14 Cat C visibility to 1¼.

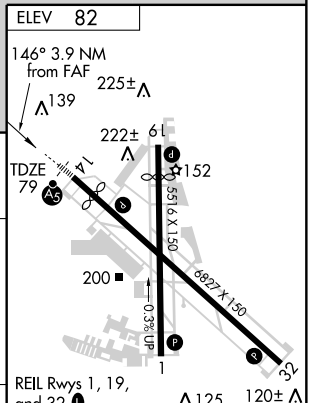
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct DPK VOR/DME and hold.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) L 279.65	121.6 269.6	128.25	122.95







CATEGORY	A	B	C	D
S-ILS 14		329-1	250 (300-1)	
S-LOC 14		560-1	481 (500-1)	
CIRCLING	560-1 478 (500-1)	600-1 518 (600-1)	720-1¾ 638 (700-1¾)	720-2 638 (700-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:51	2:34	1:55	1:32	1:17

NE-2. 14 JAN 2010 to 11 FEB 2010

KENNEBUNK FOUR ARRIVAL (ENE.ENE4) 09015

ST-610 (FAA)

NEW YORK, NEW YORK

. . . . From over ENE VORTAC, via direct ASPEN WPT, via direct PVD VORTAC. Then via PVD R-234 to TRAIT INT/WPT. Then via HTO R-052 to PARCH INT. Then via CCC R-085 to CCC VOR/DME. Then via CCC R-229 to ROBER INT. Direct JFK VOR/DME. Expect radar vectors to final approach course.

NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4

N

TAFFY
N47°22.40′
W67°18.27′

TOPPS
N45°20.41′
W67°44.32′

EBONY
N44°54.14′
W67°09.39′

ALLEX
N44°25.00′-W67°00.00′

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
H-11-12

R-044

2600
217°
(39)

ASPEN
N42°48.96′-W70°54.69′

GROTON
110.85 GON
Chan 45 (Y)

213°
(69)

R-057

PROVIDENCE
115.6 PVD
Chan 103
N41°43.46′
W71°25.78′

R-033

CALVERTON
117.2 CCC
Chan 119
N40°55.78′-W72°47.93′

R-128

2600
234°
(34)

TRAIT
N41°17.08′
W71°55.06′

Expect clearance to cross at FL 240.

HTO
232°

Expect clearance to cross at 12,000′ and 250 Kts.

KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′

NOTE: Inertial equipment required.

28

232°
(14)

PARCH
N41°05.95′
W72°07.24′

R-085

2300
265°
(32)

14

R-052

REPUBLIC

2300
229°
(18)

R-260

HAMPTON
113.6 HTO
Chan 83

R-096

2300
276°
(34)

ERICK
N40°47.01′
W72°44.52′

JOHN F. KENNEDY INTL

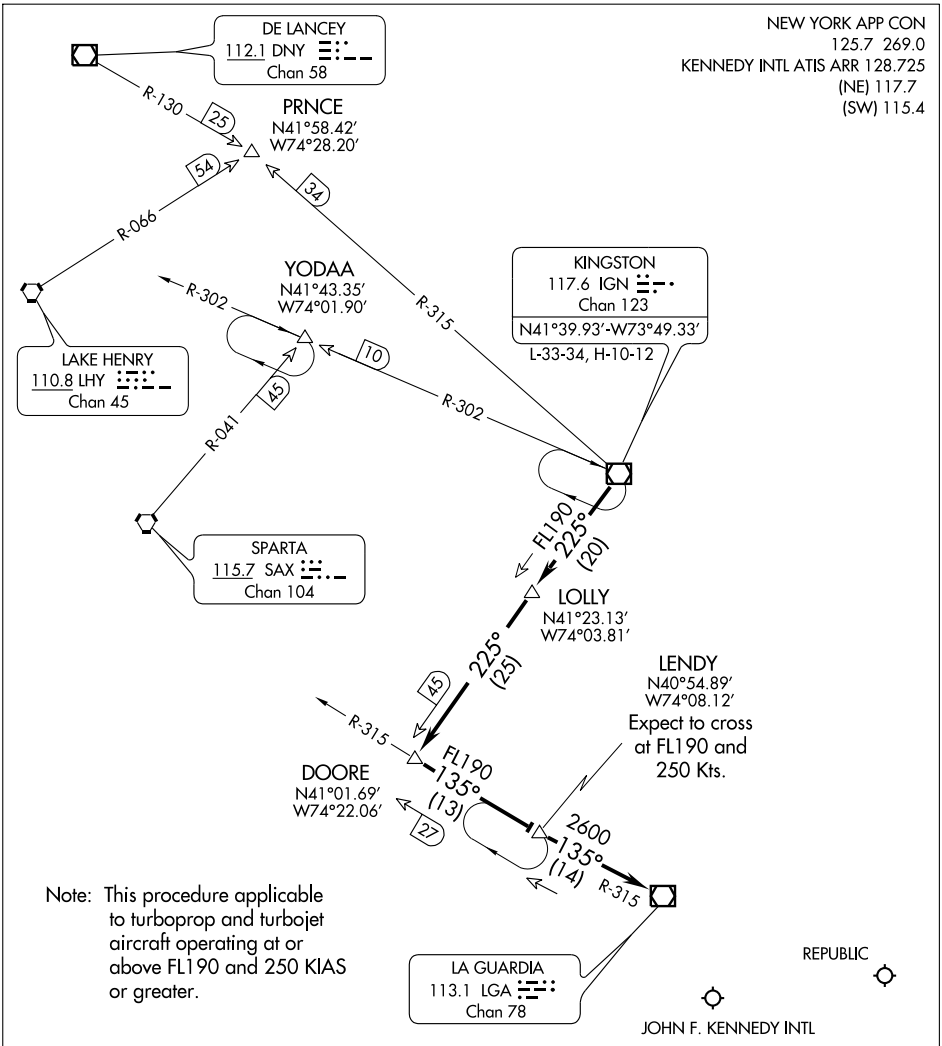
ROBER
N40°41.13′
W73°01.96′

Expect clearance to cross at 9000′.

NOTE: Chart not to scale.

KINGSTON EIGHT ARRIVAL

NEW YORK, NEW YORK



DME REQUIRED

NOTE: Chart not to scale.

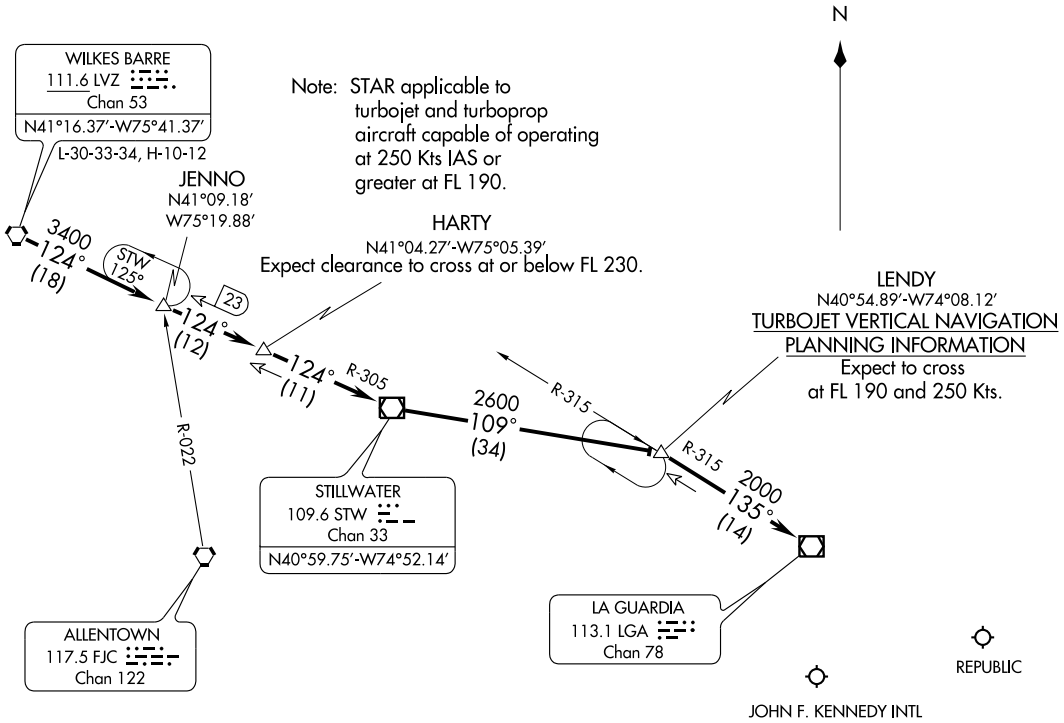
ARRIVAL ROUTE DESCRIPTION

From over IGN VOR/DME via IGN R-225 to DOORE INT (MEA FL190), then via LGA R-315 to LENDY/14 DME (MEA FL190), then via LGA R-315 to LGA VOR/DME (MEA 2600). Expect radar vectors to final approach course after LGA VOR/DME.

NE-2, 14 JAN 2010 to 11 FEB 2010

NEW YORK APP CON
127.4 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7 (SW) 115.4
REPUBLIC ATIS
126.65

LENDY FIVE ARRIVAL (LVZ.LENDY5) 09295



From over LVZ VORTAC via LVZ R-124 and STW R-305 to STW VOR/DME, then from STW VOR/DME via STW R-109 to LENDY INT via LGA R-315 to LGA VOR/DME. Expect radar vectors to final approach course after LGA VOR/DME.

NOTE: Chart not to scale.

SI-610 (FAA)

NEW YORK, NEW YORK

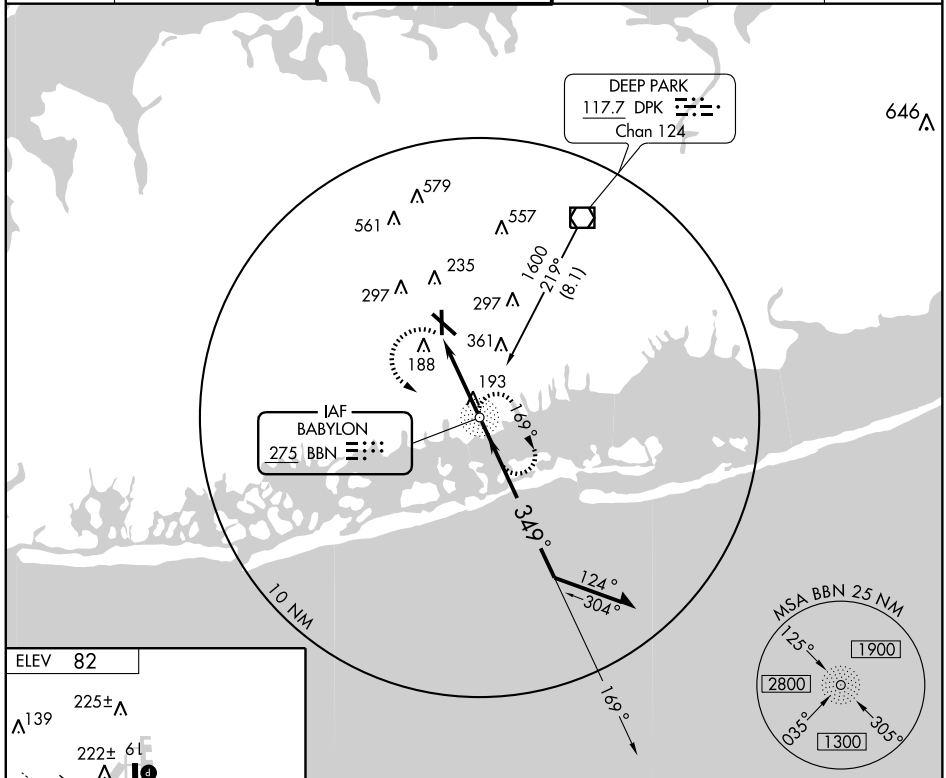
NDB BBN	APP CRS	Rwy Idg	5516
275	349°	TDZE	72
		Apt Elev	82

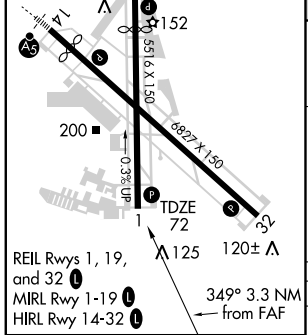
NDB RWY 1

FARMINGDALE/REPUBLIC (FRG)

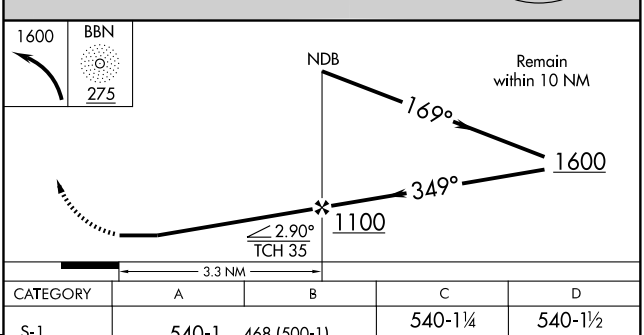
MISSED APPROACH: Climbing left turn to 1600 direct BBN NDB and hold.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) L 279.65	121.6 269.6	128.25	122.95





FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06



CATEGORY	A	B	C	D
S-1	540-1	468 (500-1)	540-1¼ 468 (500-1¼)	540-1½ 468 (500-1½)
CIRCLING	560-1 478 (500-1)	600-1 518 (600-1)	720-1¾ 638 (700-1¾)	720-2 638 (700-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

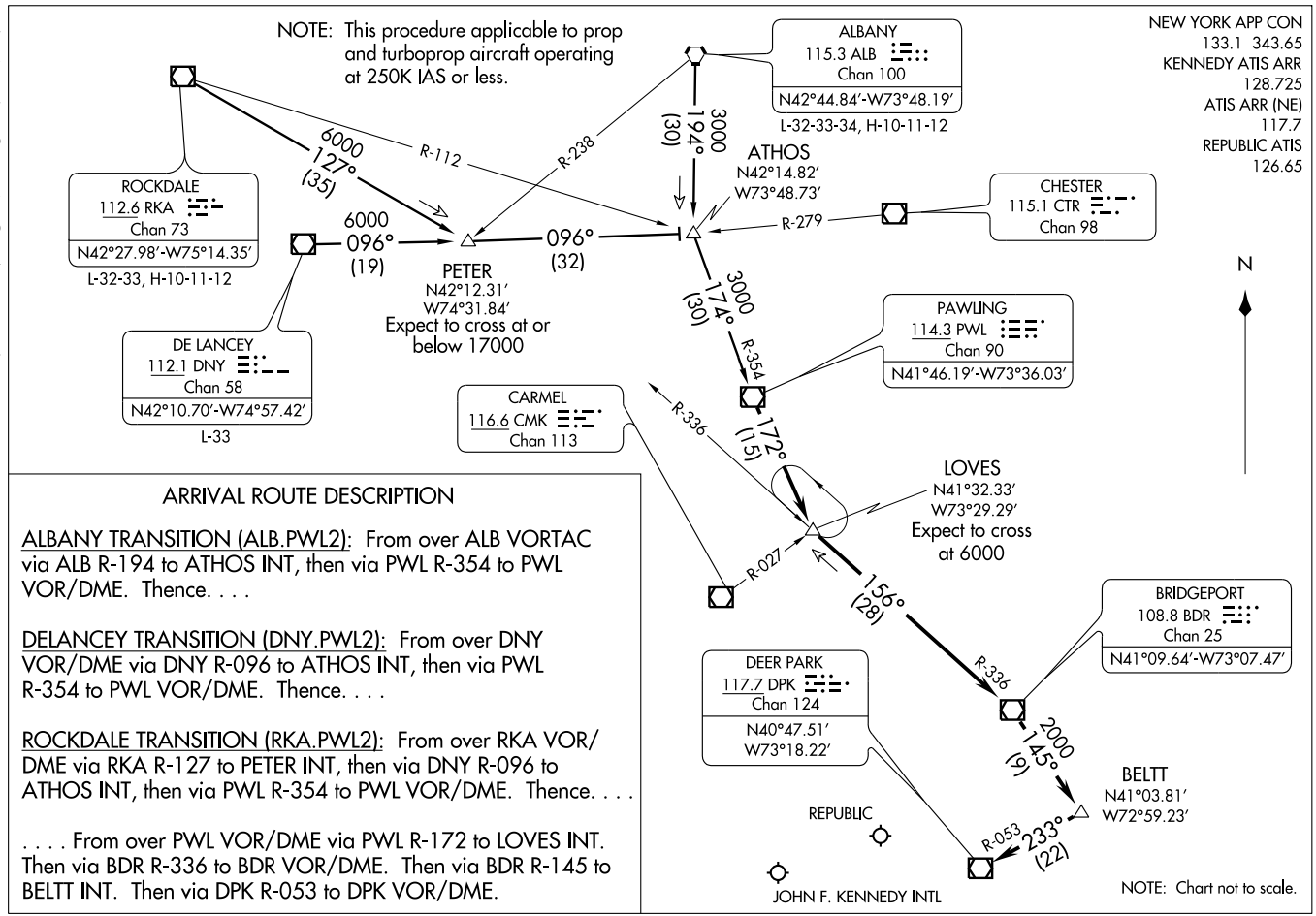
PAWLING TWO ARRIVAL (PWL.PWL2)

09351

ST-610 (FAA)

NEW YORK, NEW YORK

NEW YORK APP CON
133.1 343.65
KENNEDY ATIS ARR
128.725
ATIS ARR (NE)
117.7
REPUBLIC ATIS
126.65



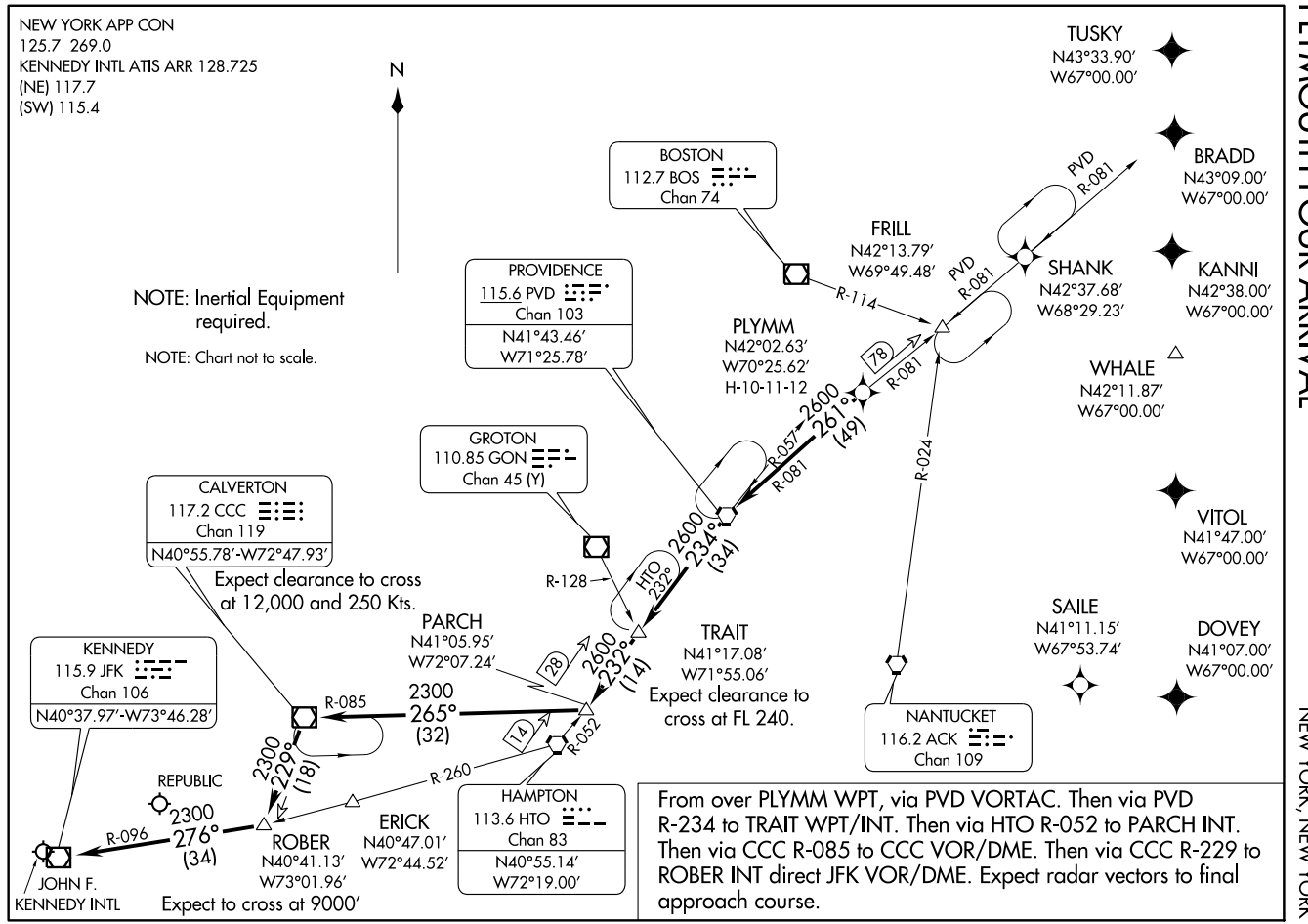
ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.PWL2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

DELANCEY TRANSITION (DNY.PWL2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

ROCKDALE TRANSITION (RKA.PWL2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to BDR VOR/DME. Then via BDR R-145 to BELTT INT. Then via DPK R-053 to DPK VOR/DME.


NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4
N
NOTE: Inertial Equipment required.
NOTE: Chart not to scale.
TUSKY
N43°33.90′
W67°00.00′
BRADD
N43°09.00′
W67°00.00′
BOSTON
112.7 BOS
Chan 74
FRILL
N42°13.79′
W69°49.48′
PVD R-081
SHANK
N42°37.68′
W68°29.23′
KANNI
N42°38.00′
W67°00.00′
PROVIDENCE
115.6 PVD
Chan 103
N41°43.46′
W71°25.78′
R-114
PLYMM
N42°02.63′
W70°25.62′
H-10-11-12
78
R-081
WHALE
N42°11.87′
W67°00.00′
2600
261°
(49)
R-057
R-081
R-024
GROTON
110.85 GON
Chan 45 (Y)
CALVERTON
117.2 CCC
Chan 119
N40°55.78′-W72°47.93′
Expect clearance to cross at 12,000 and 250 Kts.
R-128
HTO
232°
2600
234°
(34)
VITOL
N41°47.00′
W67°00.00′
SAILE
N41°11.15′
W67°53.74′
DOVEY
N41°07.00′
W67°00.00′
PARCH
N41°05.95′
W72°07.24′
28
2600
232°
(14)
TRAIT
N41°17.08′
W71°55.06′
Expect clearance to cross at FL 240.
KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′
R-085
2300
265°
(32)
14
R-052
NANTUCKET
116.2 ACK
Chan 109
2300
229°
(18)
R-260
REPUBLIC
2300
276°
(34)
R-096
ERICK
N40°47.01′
W72°44.52′
ROBER
N40°41.13′
W73°01.96′
HAMPTON
113.6 HTO
Chan 83
N40°55.14′
W72°19.00′
JOHN F. KENNEDY INTL
Expect to cross at 9000′
From over PLYMM WPT, via PVD VORTAC. Then via PVD R-234 to TRAIT WPT/INT. Then via HTO R-052 to PARCH INT. Then via CCC R-085 to CCC VOR/DME. Then via CCC R-229 to ROBER INT direct JFK VOR/DME. Expect radar vectors to final approach course.

VOR/DME GON 110.85 Chan 45 (Y)	APP CRS 183°	Rwy Idg N/A TDZE N/A Apt Elev 9

VOR or GPS-A

FISHERS ISLAND / ELIZABETH FIELD (ØB8)

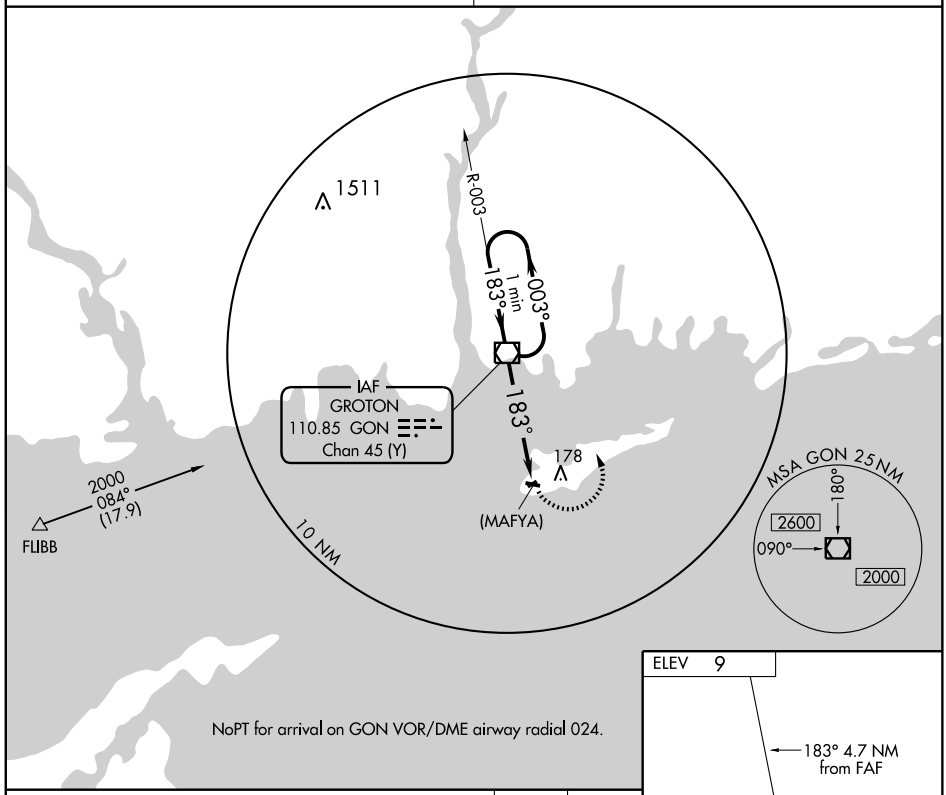
Use Groton-New London altimeter setting; when not received, use Block Island State altimeter setting.
Circling not authorized at night to Rwys 7 and 25.

NA

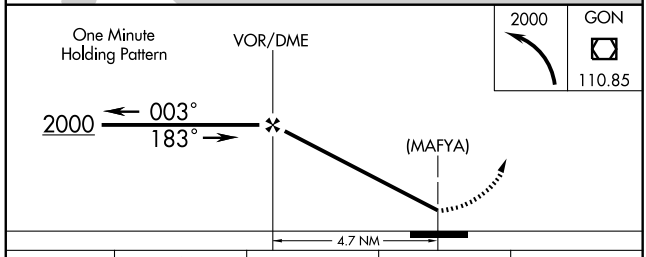
MISSED APPROACH: Climbing left turn to 2000 direct GON VOR/DME and hold.

PROVIDENCE APP CON ★
125.75 319.2

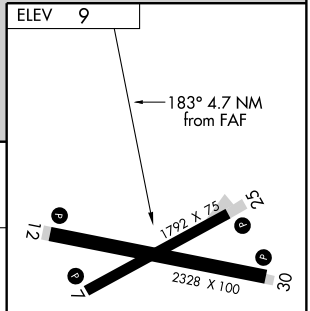
UNICOM
122.8 (CTAF) L



NoPT for arrival on GON VOR/DME airway radial 024.



2000	GON 110.85



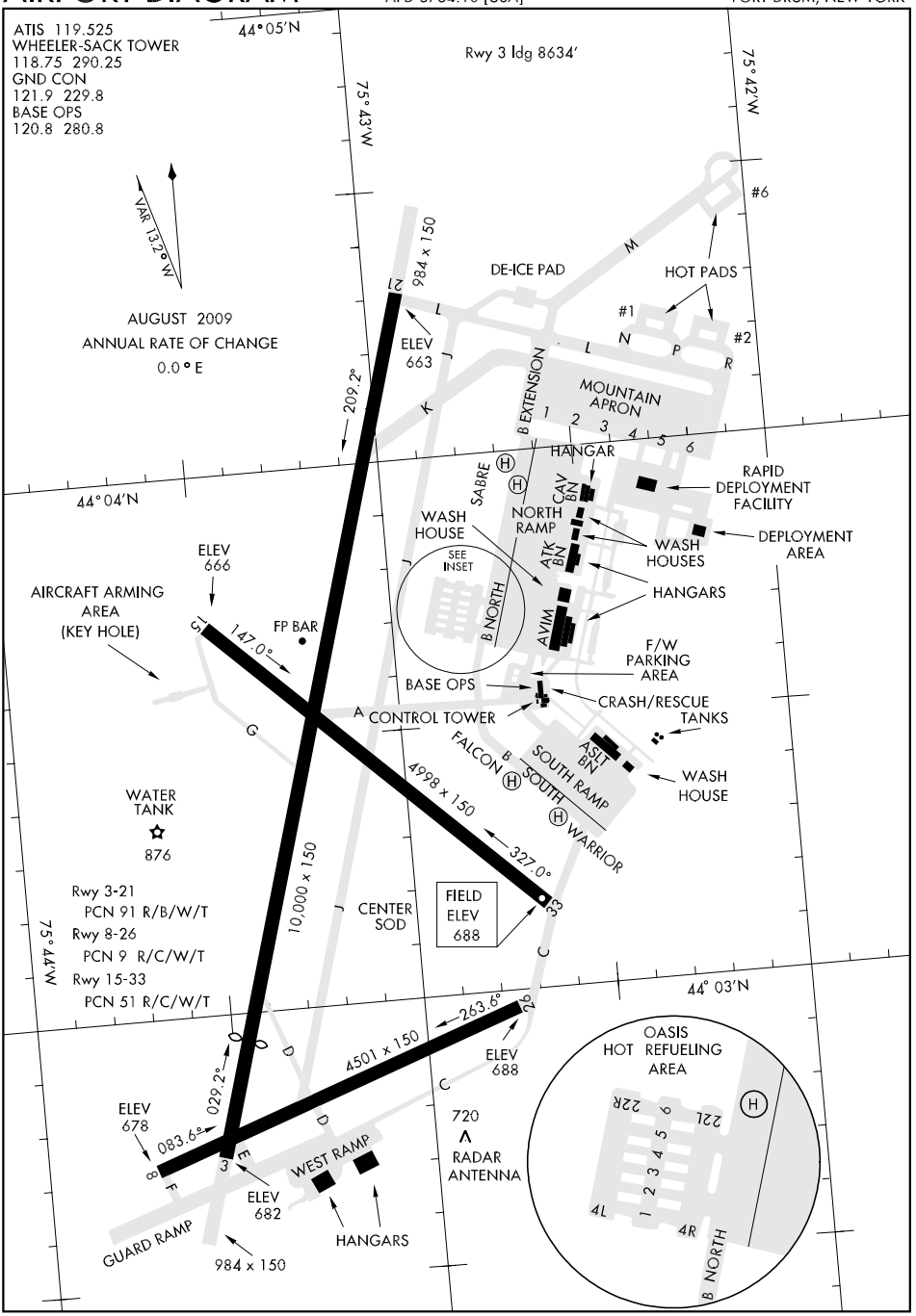
CATEGORY	A	B	C	D
CIRCLING	480-1	471 (500-1)	480-1½ 471 (500-1½)	NA
BLOCK ISLAND STATE ALTIMETER SETTING MINIMUMS				
CIRCLING	560-1	551 (600-1)	560-1½ 551 (600-1½)	NA

REIL Rwys 7, 12, 25 and 30
MIRL Rwys 7-25 and 12-30 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-2, 14 JAN 2010 to 11 FEB 2010



NE-2, 14 JAN 2010 to 11 FEB 2010

HI-ILS or LOC RWY 3

LOC I-AEZ	APCH CRS	Rwy ldg	TDZE	Arpt Elev
108.5	029°	8634	685	688

JAL-5754 [USA]

WHEELER-SACK AAF (KGTB)

▼ * When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 2½ miles, CAT D vis to 2¾ miles, CAT E vis to 3 miles.

ALSF-1 (A1)

†† MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 direct ART VORTAC and hold, continue climb in hold to 5000.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

*** When ALS inop, increase CAT C vis to 1 mile, CAT D vis to 1¼ miles, CAT E vis to 1½ miles.
†Circling NA E of Rwy 21 and 33.
Circling NA for CAT E to Rwy 8-26 and 15-33.
Circling NA for CAT C and D to Rwy 8.

LOCALIZER 108.5 I-AEZ Chan 22

WATERTOWN 109.8 ART Chan 35

R-045 045° 225°

709

R-5201

829

REMIE I-AEZ 4.3 /RADAR

1269 1259

KIMBO INT I-AEZ 8.5 /RADAR

R-107

10 NM

(b) 139 209 (a) (c) 319 (c)

DME OR RADAR REQUIRED

2513

†† ALTERNATE MISSED APPROACH: Or when directed by ATC climb to 1200 then climbing left turn to 3000 via hdg 340° within 10 NM. (RADAR REQUIRED).

15,000 196° (14.3)

R-146

029° 209°

JOGIN INT I-AEZ 18 /RADAR

IAF CUPEN ART 14.3 DME N43°42.90' W76°05.25'

LR-155

R-196

15,000

5000 ART 14.3 Arc

029° 209°

MSA ART 25 NM 2500 260° 3600 010°

Use I-AEZ DME when on the localizer course. LOC only.

EMERG SAFE ALT 100 NM 7600

CUPEN ART 14.3 R-196

JOGIN INT I-AEZ 18 ART R-146 /RADAR

KIMBO INT I-AEZ 8.5 ART R-107 /RADAR

1200 5000 ART

REMIE I-AEZ 4.3 /RADAR

LOC ONLY

I-AEZ 2.6 I-AEZ 1.6

15,000 5000 3000 3000 1560

ART 14.3 Arc

029°

GS 3.00° TCH 66

4.2 NM 2.7 NM

ELEV 688

HIRL Rwy 3-21 and 15-33

MIRL Rwy 8-26

Rwy 3 ldg 8634'

12 5 763 876 10,000 × 150 4998 × 150 33 4501 × 150 8 TDZE 685 720

3 029° 6.9 NM from FAF

CATEGORY	C	D	E
S-ILS 3 *	885 - ½	200 (200-½)	
S-LOC 3 **	1560 - 2 875 (900-2)	1560 - 2¼ 875 (900-2¼)	1560 - 2½ 875 (900-2½)
CIRCLING †	1560 - 2½ 872 (900-2½)	1560 - 2¾ 872 (900-2¾)	1560 - 3 872 (900-3)
DME MINIMUMS			
S-LOC 3 ***	1080 -¾ 395 (400-¾)		1080 - 1 395 (400-1)
CIRCLING †	1180 - 1½ 492 (500-1½)	1240 - 2 552 (600-2)	1520 - 3 832 (900-3)

FAF to MAP 6.9 NM

Knots	120	140	160	180	200
Min:Sec	3:27	2:57	2:35	2:18	2:04

HI-ILS or LOC RWY 21

LOC I-GTB	APCH CRS	Rwy ldg 10,000 / TDZE 677 / Arpt Elev 688
108.5	209°	

JAL-5754 [USA]

WHEELER-SACK AAF (KGTB)

▼ * When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles.

ALSF-1

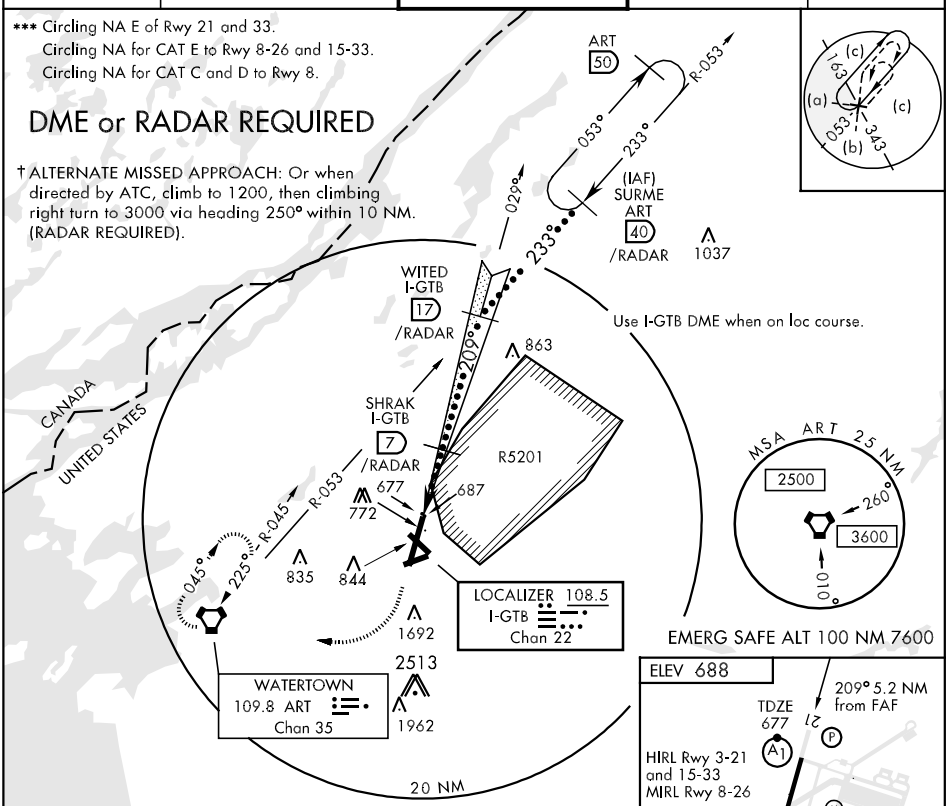
† MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct ART VORTAC and hold. Continue climb in hold to 5000.

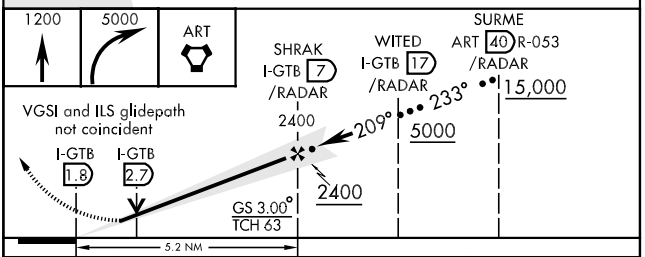
ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

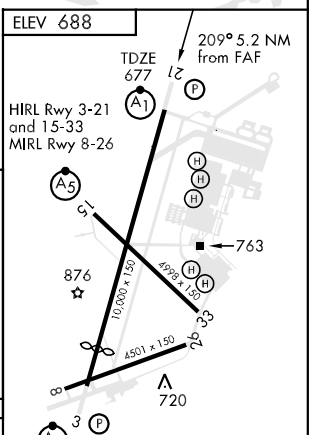
*** Circling NA E of Rwy 21 and 33.
Circling NA for CAT E to Rwy 8-26 and 15-33.
Circling NA for CAT C and D to Rwy 8.

DME or RADAR REQUIRED

† ALTERNATE MISSED APPROACH: Or when directed by ATC, climb to 1200, then climbing right turn to 3000 via heading 250° within 10 NM. (RADAR REQUIRED).







CATEGORY	C	D	E
S-ILS 21*	877 - ½	200	(200-½)
S-LOC 21**	1020 ¾	343	(300-¾)
CIRCLING***	1180 - 1½ 492 (500-1½)	1240 - 2 552 (600-2)	1520 - 3 832 (900-3)

FAF to MAP 5.2 NM

Knots	120	140	160	180	200
Min:Sec	2:36	2:14	1:57	1:44	1:34

ILS or LOC RWY 3

LOC I-AEZ	APCH CRS	Rwy ldg	8634
108.5	029°	TDZE	685
		Arpt Elev	688

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

▼ * When ALS inop, increase CAT ABCDE vis to ¾ mile.
** When ALS inop, increase CAT A vis to 1 mile, CAT B vis to 1¼ miles, CAT C vis to 2½ miles, CAT D vis to 2¾ miles, and CAT E vis to 3 miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 direct ART VORTAC and hold. Continue climb-in-hold to 5000.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

*** Circling NA E of Rwy 21 and 33. Circling NA for CAT E to Rwy 8-26 and 15-33. Circling NA for CAT B, C and D to Rwy 8.
† When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ miles and CAT E vis to 1½ miles.

709 ∧

R-5201

LOCALIZER 108.5
I-AEZ
Chan 22

829

REMIE
I-AEZ
4.3

R-045

045°

225°

1269

KIMBO INT
I-AEZ
8.5
/RADAR

R-107

10 NM

WATERTOWN
109.8 ART
Chan 35

∧ 2513

ALTERNATE MISSED APPROACH: When directed by ATC, climb to 1200, then climbing left turn to 3000 via hdg 340° within 10NM (Radar Required).

029°

209°

(IAF)
JOGIN INT
I-AEZ
18

MSA ART 25 NM
2500
260°
3600
010°

RADAR or
DME REQUIRED

JOGIN INT
I-AEZ 18

209°

ART R-146

029°

5000

KIMBO INT
I-AEZ 8.5/RADAR
ART R-107
2992

029°

3000

1200 | 5000 | ART

1.1 NM
to RW 3

4.3

2.6

1.6

1560
LOC
ONLY

GS 3.00°
TCH 66

6.9 NM

ELEV 688
HIRL Rwy 3-21
and 15-33
MIRL Rwy 8-26
Rwy 3 ldg 8634'

A1 P

21

A5

15

763

876

H

10,000 x 150

4978 x 150

33

4501 x 150

26

8

TDZE
685

720

3 P

029° 6.9 NM
from FAF

CATEGORY	A	B	C	D	E
S-ILS 3 *	885-½ 200 (200-½)				
S-LOC 3 **	1560-½ 875 (900-½)	1560-¾ 875 (900-¾)	1560-2 875 (900-2)	1560-2¼ 875(900-2¼)	1560-2½ 875(900-2½)
*** CIRCLING	1560-1 872 (900-1)	1560-1¼ 872 (900-1¼)	1560-2½ 872 (900-2½)	1560-2¾ 872(900-2¾)	1560-3 872 (900-3)
DME MINIMUMS					
S-LOC 3 †	1080-½ 395 (400-½)		1080-¾ 395 (400-¾)		1080-1 395 (400-1)
*** CIRCLING	1180-1 492 (500-1)		1180-1½ 492 (500-1½)	1240-2 552 (600-2)	1520-3 832 (900-3)

FAF to MAP 6.9 NM

Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18

44°03'N-75°43'W

ILS or LOC RWY 21

LOC I-GTB	APCH CRS	Rwy ldg 10,000 / TDZE 677 / Arpt Elev 688
108.5	209°	

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

* When ALS inop, increase CAT ABCDE vis to ¾ mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct ART VORTAC and hold. Continue climb-in-hold to 5000.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

*** Circling NA E of Rwy 21 and 33. Circling NA for CAT E to Rwy 8-26 and 15-33. Circling NA for CAT B, C and D to Rwy 8.

CANADA
UNITED STATES

DME or RADAR REQUIRED

ALTERNATE MISSED APPROACH: When directed by ATC, climb to 1200, then climbing right turn to 3000 via hdg 250° within 10 NM (Radar Required).

029° 209°
(IAF)
WITED
I-GTB
17
/RADAR
029°
209°
10 NM
SHRAK
I-GTB
7
/RADAR
LOCALIZER 108.5
I-GTB
Chan 22
R-5201
709
5000
053°
(29.1)
R-045
045°
225°
WATERTOWN
109.8 ART
Chan 35
MSA ART 2.5 NM
2500
260°
3600
010°

ELEV 688
209° 5.2 NM from FAF
TDZE
677
21
A1
P
A5
H
763
876
49°/35° x 150
10,000 x 150
15
33
8501 x 150
720
Rwy 3 ldg 8634'
HIRL Rwy 3-21 and 15-33
MIRL Rwy 8-26

1200 | 5000 | ART

VGSI and ILS glidepath not coincident

I-GTB 7 /RADAR SHRAK
2400
I-GTB 17 /RADAR WITED
209° 029°
209°
2400
5000
.9 NM to RW 21
1.8
2.7
GS 3.00°
TCH 63
5.2 NM

CATEGORY	A	B	C	D	E
S-ILS 21*	877-½		200 (200-½)		
S-LOC 21 **	1020-½ 343 (400-½)		1020- ¾ 343 (400-¾)		
CIRCLING ***	1180-1 492 (500-1)		1180-1½ 492 (500-1½)	1240-2 552 (600-2)	1520-3 832 (900-3)

FAF to MAP 5.2 NM

Knots	120	140	160	180	200
Min:Sec	2:36	2:14	1:57	1:44	1:34

NDB RWY 15

NDB GTB 257	APCH CRS 142°	Rwy ldg 4998 TDZE 687 Arpt Elev 688

AL-5754 [USA]

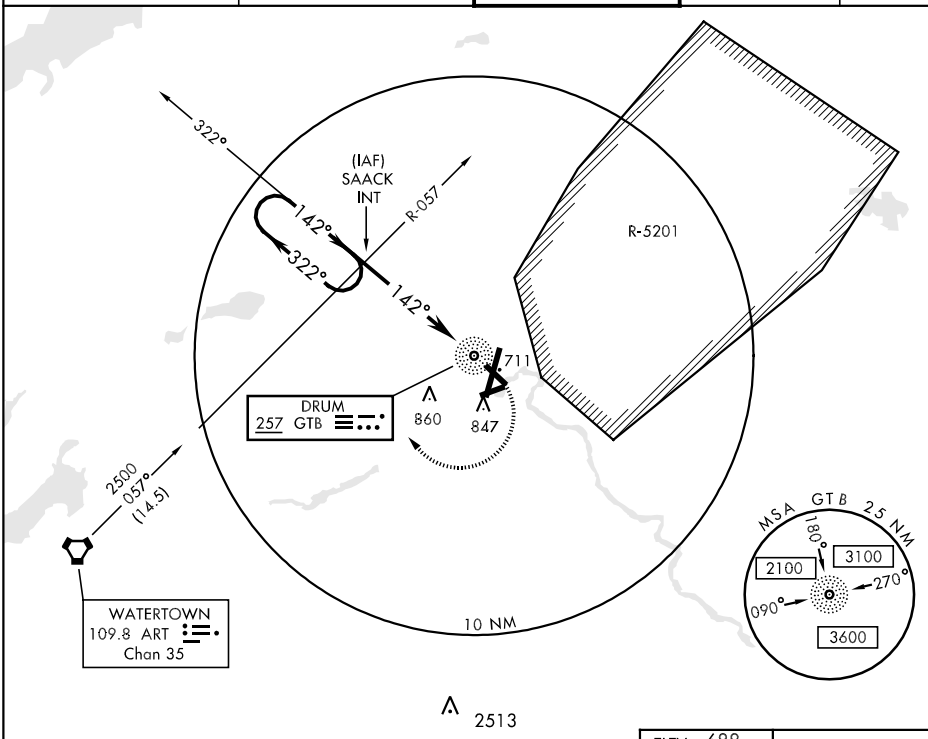
WHEELER-SACK AAF (KGTB)

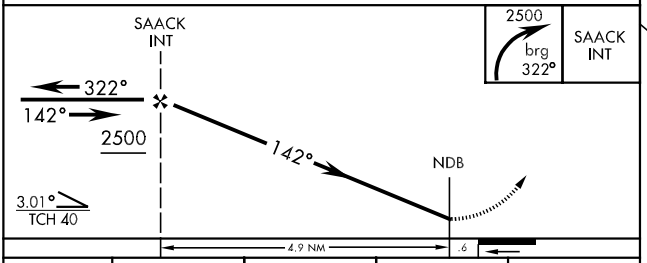
▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ mile.
** Circling NA E of Rwy 21 and 33. Circling NA for CAT BCD to Rwy 8.

MALSR (A5)

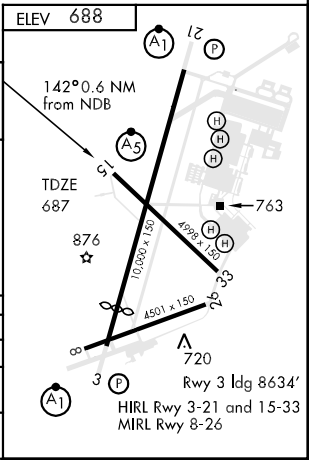
MISSED APPROACH: Climbing right turn to 2500 via GTB brg 322° to SAACK INT and hold.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	





2500 brg 322° SAACK INT



CATEGORY	A	B	C	D
S-15*	1100-½	413 (500-½)	1100-¾	413 (500-¾)
CIRCLING**	1180-1	492 (500-1)	1180-1½ 492 (500-1½)	1240-2 552 (600-2)
S-ASR 15	1100-½	413 (500-½)	1100-¾	413 (500-¾)

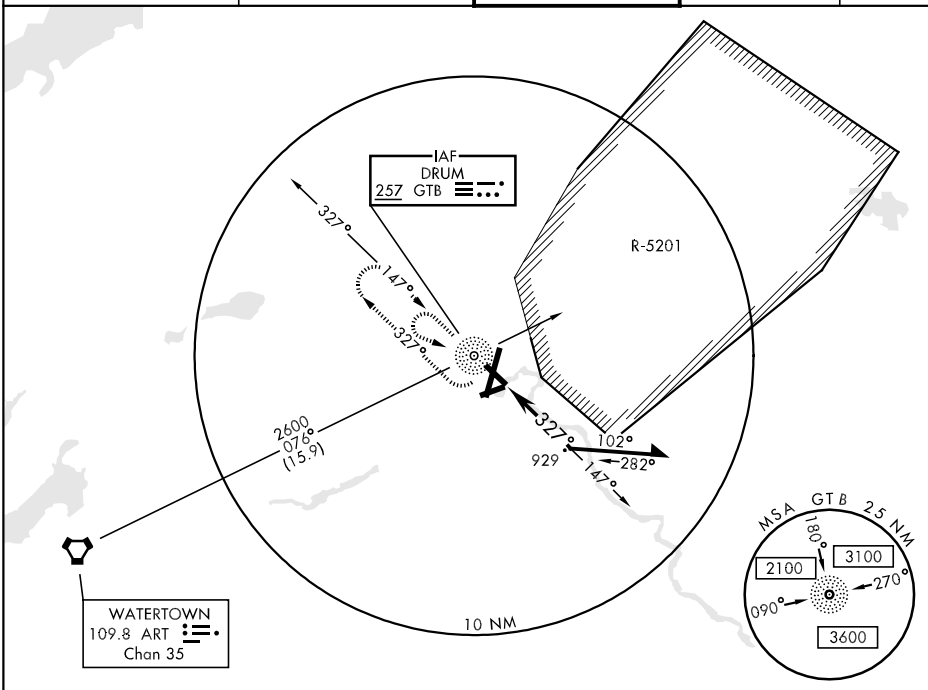
NDB RWY 33

NDB GTB 257	APCH CRS 327°	Rwy ldg 4998 TDZE 688 Arpt Elev 688	AL-5754 [USA]	WHEELER-SACK AAF (KGTB)

*Circling NA E of Rwy 21 and 33.

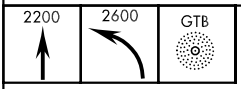
MISSED APPROACH: Climb to 2200, then climbing left turn to 2600 direct GTB NDB and hold.

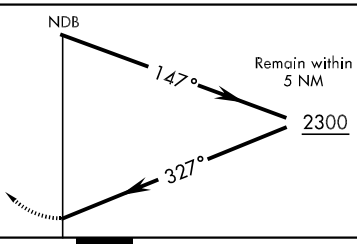
ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

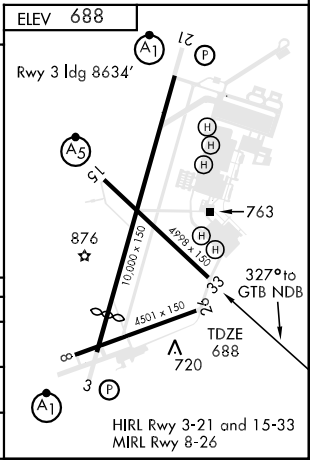


NOT FOR CIVIL USE

2513







CATEGORY	A	B	C	D
S-33	1320-1 632 (700-1)	NOT AUTHORIZED		
CIRCLING*	1320-1 632 (700-1)	NOT AUTHORIZED		
S-PAR 33	938-¾	250	(300-¾)	GS 3.0°

NE-2, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 3

WHEELER-SACK AAF (KGTB)

WAAS	APCH CRS	Rwy Idg 8634
Chan 93714	029°	TDZE 685
W03A		Arpt Elev 688

AL-5754 [USA]

▼ * When ALS inop, increase LPV CAT ABCDE vis to ¾ mile.
** When ALS inop, increase LNAV/VNAV CAT ABCDE vis to 1¼ miles.
*** When ALS inop, increase LNAV CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 4000 direct WITED and hold.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

**** Circling NA E of Rwy 21 and 33.
**** Circling NA for CAT BCD to Rwy 8.
**** Circling NA for CAT E to Rwy 8-26 and 15-33.

DME/DME RNP -0.3 NA

For uncompensated BARO-VNAV systems, LNAV/VNAV NA BELOW -16°C (4°F) or above 48°C (118°F)

PROCEDURE NA FOR ARRIVAL AT ART VORTAC VIA V29-423 NORTHBOUND

WATERTOWN
109.8 ART
Chan 35

6 NM
029°
209°
R-5201
WITED
860
710
RW03
(3.6)
ZEBUK
1880
(3.3)
1672
(FAF)
KIMBO
3000
029°
(13.1)
2513
5000
173°
(12.9)
(NoPT)
5000
119°
(5)
(IAF)
DOBTE
FILOS
(NoPT)
5000
353°
(5)
(IAF)
JESBI
5000
033°
(16.4)
FLOOR INT

MSA RW03 25 NM
3600

ELEV 688
Rwy 3 Idg 8634'
763
876
10,000 x 150
4998 x 150
4501 x 150
720
TDZE
685
029° to RW03
HIRL Rwy 3-21 and 15-33
MIRL Rwy 8-26

FILOS
5000
029°
KIMBO
ZEBUK
3.6 NM † to RW03
1.2 NM † to RW03
3000
3.00°
TCH 66
†1880
RW03
13.1 NM
3.3 NM
3.6 NM
4000
WITED
(† LNAV only)

CATEGORY	A	B	C	D	E
LPV DA *	885-½ 200 (200-½)				
LNAV/VNAV DA **	1040-¾ 355 (400-¾)				
LNAV MDA ***	1140-½ 455 (500-½)		1140-¾ 455(500-¾)	1140-1 455 (500-1)	
CIRCLING ****	1180-1 492 (500-1)		1180-1½ 492(500-1½)	1240-2 552 (600-2)	1520-3 832 (900-3)

44°03'N-75°43'W

NE-2, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 15

WHEELER-SACK AAF (KGTB)

APCH CRS	Rwy ldg	4998
147°	TDZE	687
	Arpt Elev	688

AL-5754 [USA]

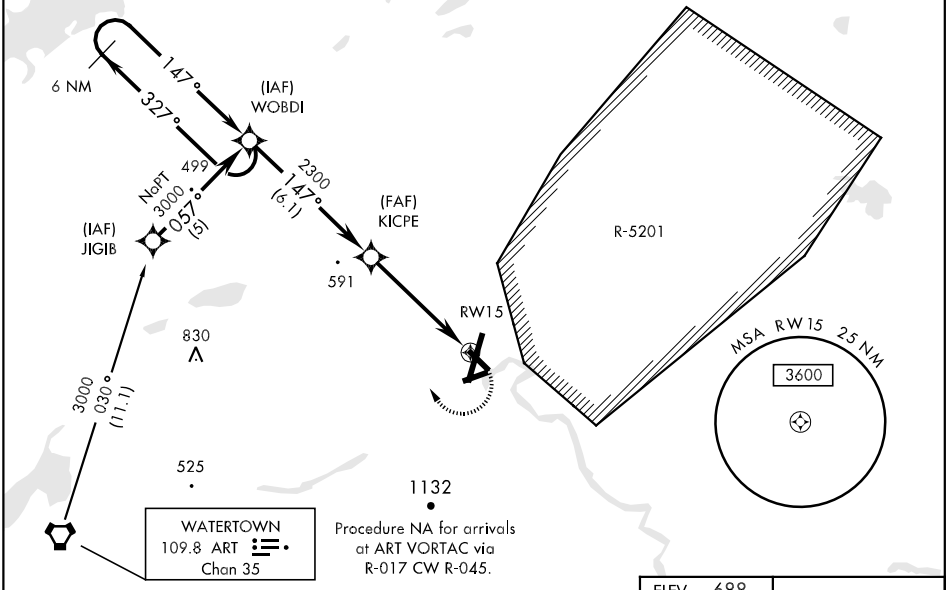
* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles. DME/DME RNP-0.3 NA.

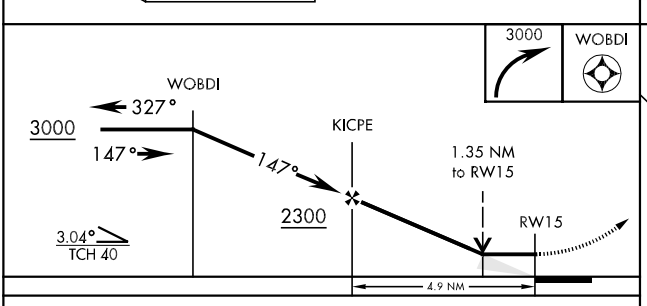
MALSR

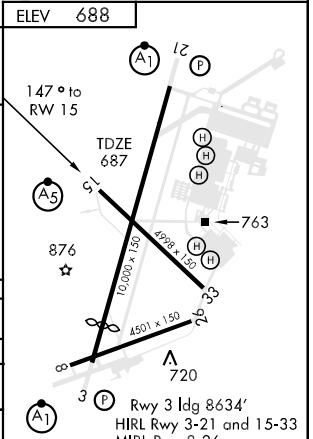
MISSED APPROACH: Climbing right turn to 3000 WOBDI and hold.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

** Circling NA for CAT BCD to Rwy 8
** Circling NA E of Rwy 21 and 33.







CATEGORY	A	B	C	D
LNAV MDA *	1140-½ 453 (500-½)		1140-¾ 453 (500-¾)	1140-1 453 (500-1)
CIRCLING **	1180-1 492 (500-1)		1180-1½ 492 (500-1½)	1240-2 552 (600-2)

RNAV (GPS) RWY 21

WHEELER-SACK AAF (KGTB)

WAAS	APCH CRS	Rwy ldg 10,000
Ch 63007	209°	TDZE 677
W21A		Arpt Elev 688

AL-5754 [USA]

*When ALS inop, increase LPV CAT ABCDE vis to ¾ mile.
**When ALS inop, increase LNAV/VNAV CAT ABCDE vis to 1¼ miles.
***When ALS inop, increase LNAV CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 direct WODEG and via 270° track to ART VORTAC and hold.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

****Circling NA E of Rwy 21 and 33.
****Circling NA for CAT BCD to Rwy 8.
****Circling NA for CAT E to Rwy 8-26 and 15-33.

For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

DME/DME RNP-0.3 NA

Procedure NA for arrivals at ART VORTAC via R-017 CW R-045.

(IAF) PIRTE — 3900 — 119° (5) — WITED

WITED — 2400 — 209° (10) — (FAF) SHRAK

SHRAK — RW21 — 799

WODEG — 3900 — 045° (27.3)

WODEG — 046° — 226° — R-045

R-5201

MSA RW21 25 NM
3600

909

WATERTOWN
109.8 ART
Chan 35

3000 | WODEG | ART

VGSI and RNAV glidepath not coincident.

† LNAV only

WITED 3900 — 209° — SHRAK 2400 — .9 NM to RW21† — RW21

GS 3.00°
TCH 63

5.2 NM | 10 NM

CATEGORY	A	B	C	D	E
LPV DA *	877-½ 200 (200-½)				
LNAV/VNAV DA **	1056-¾ 379 (400-¾)				
LNAV MDA ***	1020-½ 343 (400-½)		1020-¾ 343 (400-¾)		
CIRCLING ****	1180-1 492 (500-1)		1180-1½ 492 (500-1½)	1240-2 552 (600-2)	1520-3 832 (900-3)

ELEV 688

209° to Rwy 21

TDZE 677

10,000 × 150
4998 × 150
4501 × 150

763
876
720

Rwy 3 ldg 8634'
HIRL Rwy 3-21 and 15-33
MIRL Rwy 8-26

NE-2, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 33

WHEELER-SACK AAF (KGTB)

APCH CRS	Rwy Idg	4998
327°	TDZE	688
	Arpt Elev	688

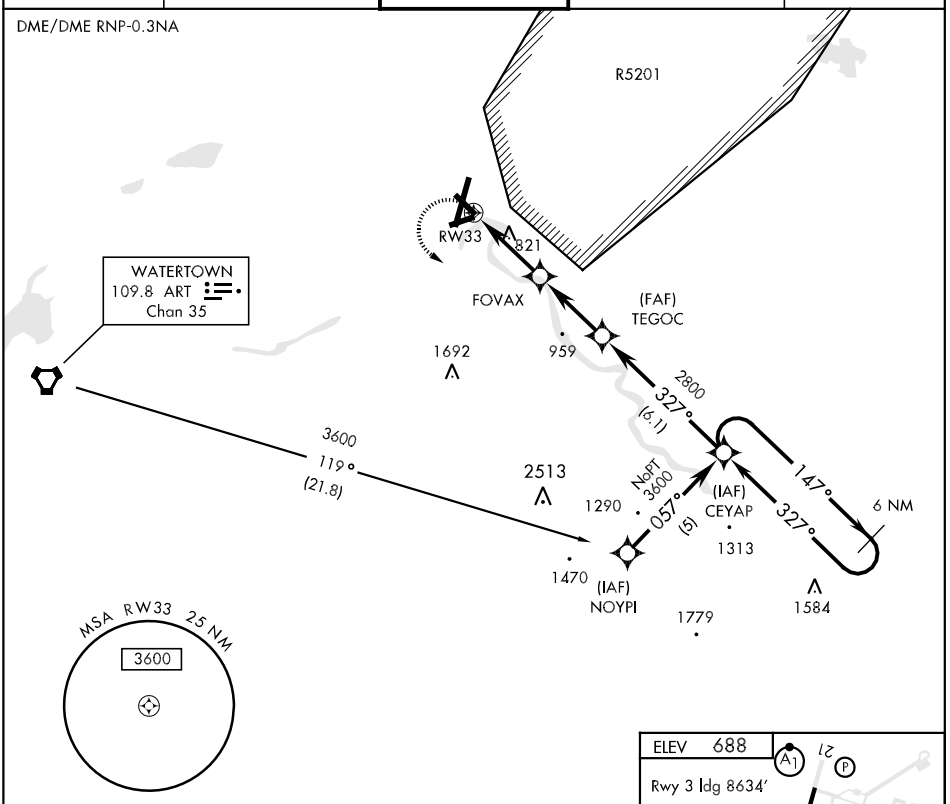
AL-5754 [USA]

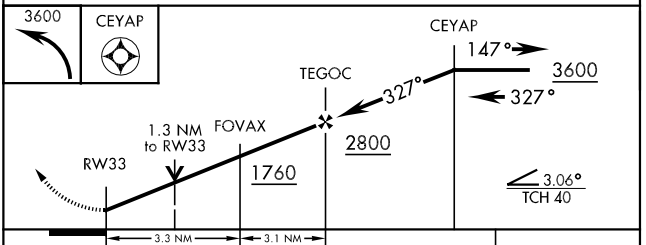
* Circling NA for CAT BCD to Rwy 8
* Circling NA E of Rwy 21 and 33. Visibility reduction by helicopters NA.

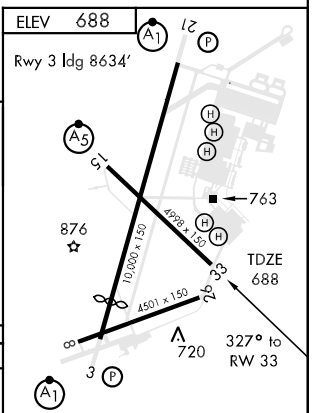
MISSED APPROACH: Climbing left turn to 3600 direct CEYAP and hold.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

DME/DME RNP-0.3NA







CATEGORY	A	B	C	D
LNAV MDA	1140-1 452 (500-1)		1140-1¼ 452 (500-1¼)	1140-1½ 452 (500-1½)
CIRCLING *	1180-1 492 (500-1)		1180-1½ 492 (500-1½)	1240-2 552 (600-2)

VOR/DME RWY 8

VORTAC ART 109.8 Chan 35	APCH CRS 081°	Rwy ldg 4501 TDZE 683 Arpt Elev 688

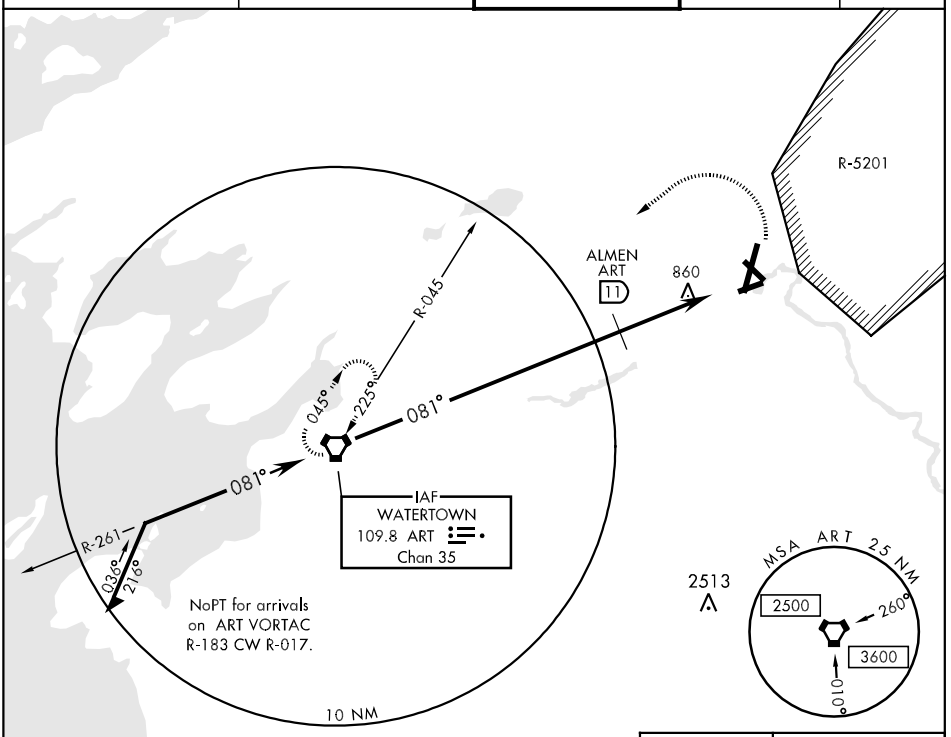
AL-5754 [USA]

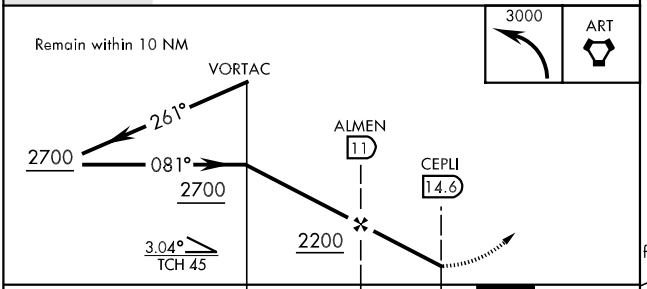
WHEELER-SACK AAF (KGTB)

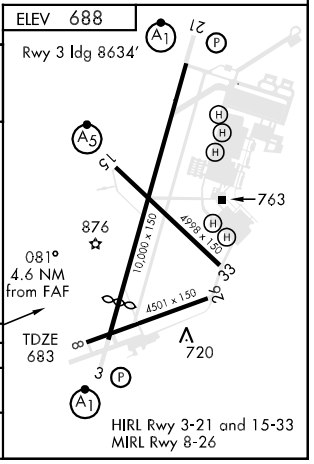
*Circling NA E of Rwy 21 and 33.

MISSED APPROACH: Climbing left turn to 3000 direct to VORTAC and hold.

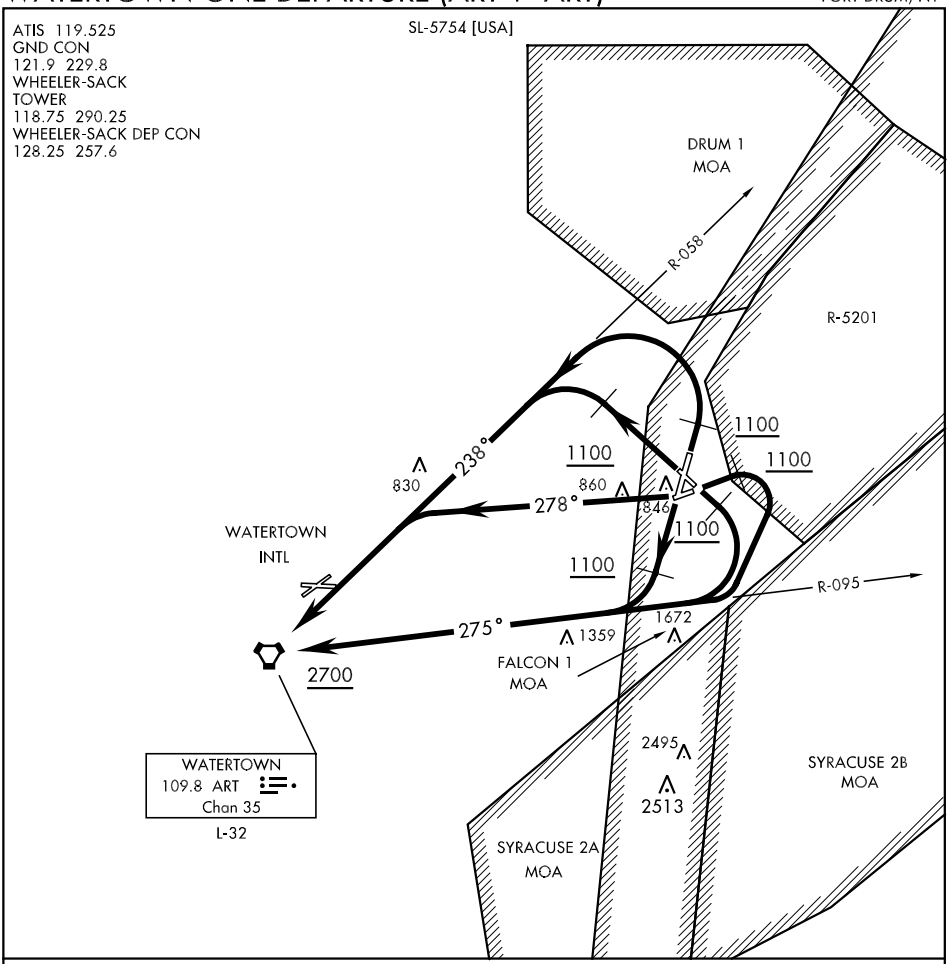
ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	







CATEGORY	A	B	C	D
S-8	1140-1¼ 457 (500-1¼)	NOT AUTHORIZED		
CIRCLING*	1180-1¼ 492 (500-1¼)	NOT AUTHORIZED		



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3 and 33: Climb runway heading to 1100, then climbing left turn via ART VORTAC R-058 to ART VORTAC. Cross ART VORTAC at or above 2700.

TAKE-OFF RWY 8, 15, and 21: Climb runway heading to 1100, then climbing right turn via ART VORTAC R-095 to ART VORTAC. Cross ART VORTAC at or above 2700.

TAKE-OFF RWY 26: Climb via heading 278° to intercept ART VORTAC R-058 to ART VORTAC. Cross ART VORTAC at or above 2700.

LOC/DME I-FZY	APP CRS	Rwy Idg 5197
110.9	330°	TDZE 475
Chan 46		Apt Elev 475

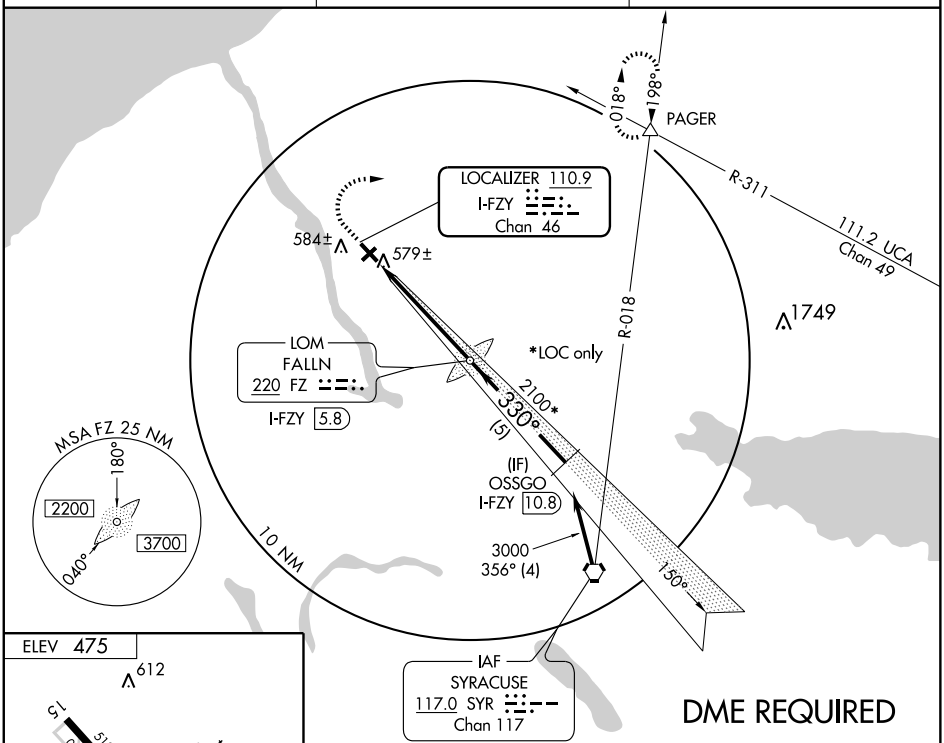
ILS or LOC RWY 33

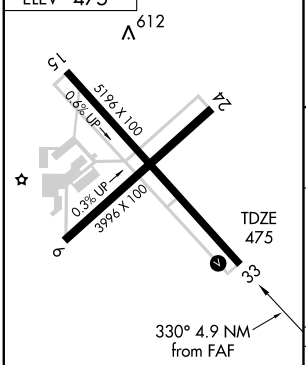
FULTON/OSWEGO COUNTY (FZY)

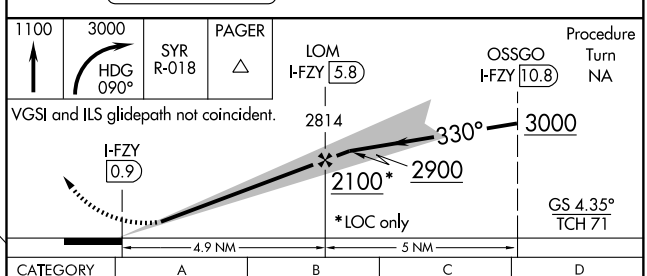
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Syracuse Hancock Intl altimeter setting and increase all DA 52 feet and all MDA 60 feet; increase S-LOC 33 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1100, then climbing right turn to 3000 via heading 090° and SYR VORTAC R-018 to PAGER INT and hold.

ASOS	SYRACUSE APP CON	CTAF
119.275	134.275 279.6	123.0 L







REIL Rwys 15 and 33 L
MIRL Rwys 6-24 and 15-33 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-ILS 33	725-1 250 (300-1)	NA		
S-LOC 33	840-1 365 (400-1)			840-1¼ 365 (400-1¼)
CIRCLING	1000-1 525 (600-1)		1000-1½ 525 (600-1½)	1040-2 565 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3996
240°	TDZE	469
	Apt Elev	475

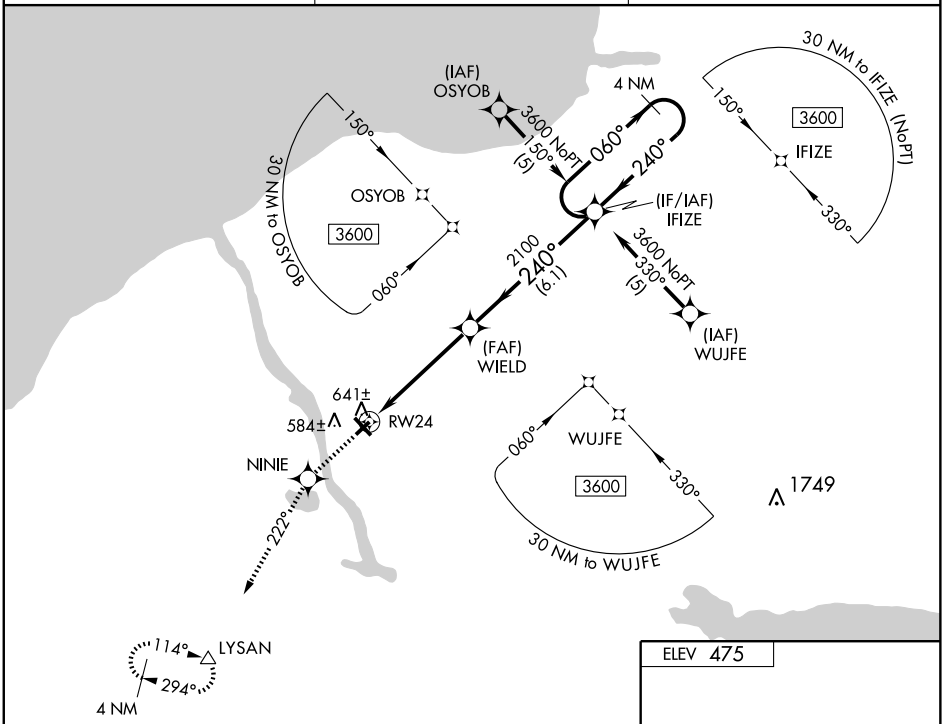
RNAV (GPS) RWY 24

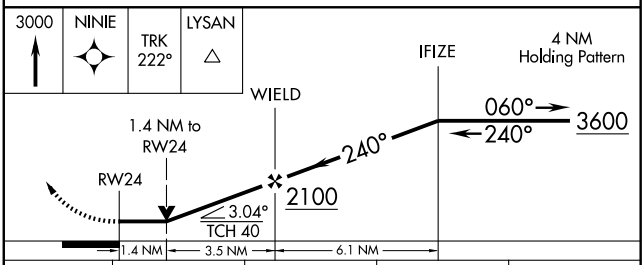
FULTON/OSWEGO COUNTY (FZY)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Syracuse Hancock Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C and D visibility ¼ mile. VDP NA when using Syracuse Hancock Intl altimeter setting.

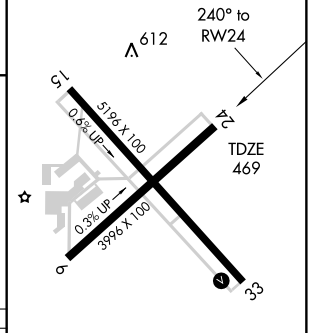
MISSED APPROACH: Climb to 3000 direct NINIE and via track 222° to LYSAN and hold.

ASOS	SYRACUSE APP CON	CTAF
119.275	134.275 279.6	123.0 (L)





CATEGORY	A	B	C	D
LNAV MDA	960-1 491 (500-1)		960-1¼ 491 (500-1¼)	960-1½ 491 (500-1½)
CIRCLING	1000-1 525 (600-1)		1000-1½ 525 (600-1½)	1040-2 565 (600-2)



REIL Rwys 15 and 33 (L)
MIRL Rwys 6-24 and 15-33 (L)

NE-2. 14 JAN 2010 to 11 FEB 2010

VORTAC SYR	APP CRS	Rwy Idg	5197
117.0	336°	TDZE	475
Chan 117		Apt Elev	475

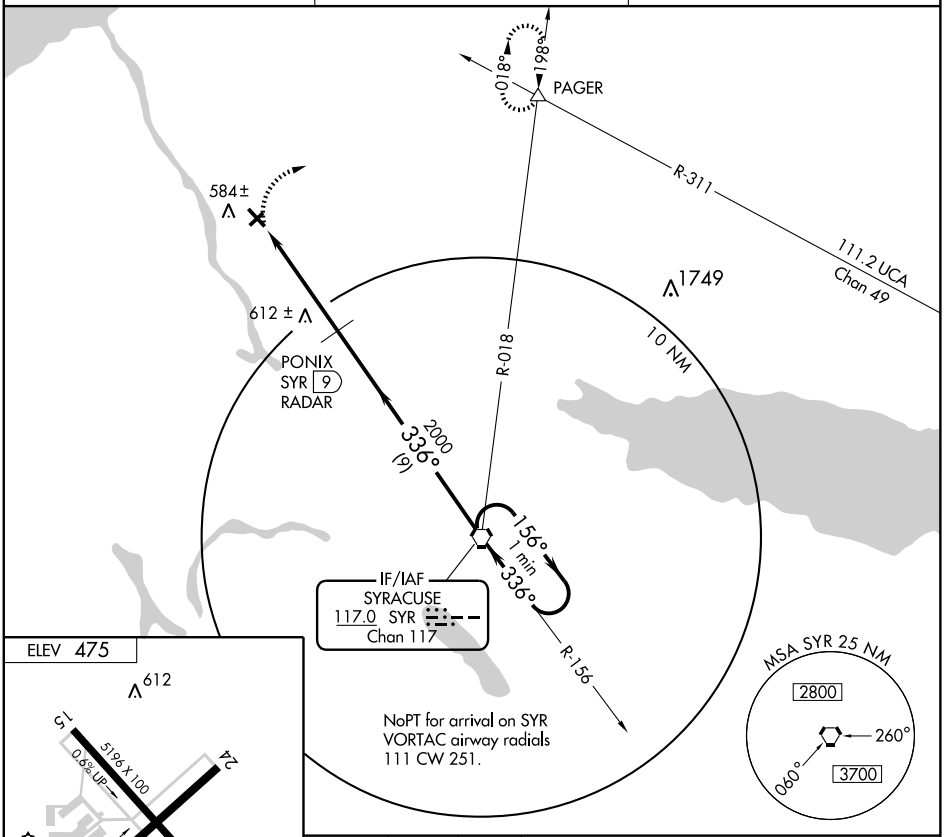
VOR RWY 33

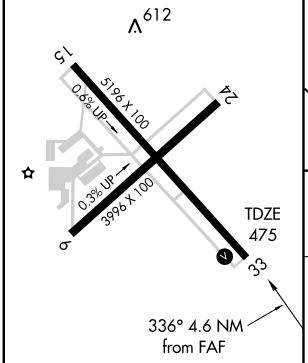
FULTON/ OSWEGO COUNTY (FZY)

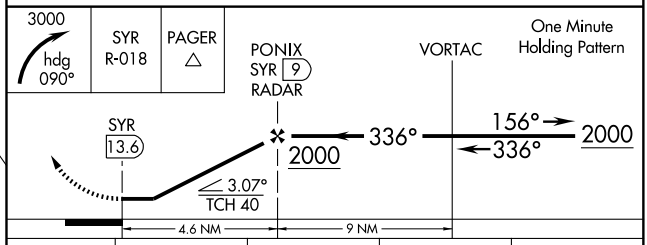
T DME or Radar Required. Visibility reduction by helicopters NA.
When local altimeter setting not received; use Syracuse Hancock Intl altimeter setting and increase all MDA 60 feet and increase S-33 Cat D visibility and Circling Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 via heading 090° and SYR R-018 to PAGER INT and hold.

ASOS	SYRACUSE APP CON	CTAF
119.275	134.275 279.6	123.0 L







REIL Rwys 15 and 33 L
MIRL Rwys 6-24 and 15-33 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-33	880-1	405 (500-1)	880-1¼	405 (500-1¼)
CIRCLING	1000-1	525 (600-1)	1000-1½	1040-2
			525 (600-1½)	565 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-GFL	APP CRS	Rwy Idg	5000
110.7	012°	TDZE	324
		Apt Elev	328

ILS RWY 1

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

Inoperative table does not apply; Cat. D S-LOC-1 visibility increased ¼ mile for inoperative MALSR.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct GF LOM and hold.

ASOS	ALBANY APP CON	UNICOM
119.925	132.825 307.2	123.0 (CTAF) L

ADF REQUIRED

2410 2750 826 601 497 447± 535 MM 1583 683 546 1430 1108± 1195 2079

LOCALIZER 110.7
I-GFL

012° 192° 1 min 012°

LOM/IAF
GANSE
209 GF

10 NM

2000 to GF LOM
313° (3)
and
012° (9.4)

R-313

IAF
CAMBRIDGE
115.0 CAM
Chan 97

3109

ALDEN
CAM 9.8

3200 NoPT
313°
(9.8)

192°

MSA GF 25 NM
4400
135°
225°
3900
5100
045°

ELEV 328

430± 397± 419± 445 416±

6 1 5000 X 150
12 4000 X 100 30

012° 4.8 NM
from FAF

TDZE
324

HIRL Rwy 1-19 L
MIRL Rwy 12-30 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

800 2000 GF 209

One Minute
Holding Pattern

LOM 1939 MM 012° 192° 012° 2000 2000

GS 3.00°
TCH 54

0.4 4.4 NM

CATEGORY	A	B	C	D
S-ILS 1	574-1	250 (300-1)		
S-LOC 1	700-1	376 (400-1)		
CIRCLING	840-1	512 (600-1)	840-1½ 512 (600-1½)	900-2 572 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
012°	TDZE	324
	Apt Elev	328

RNAV (GPS) RWY 1

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

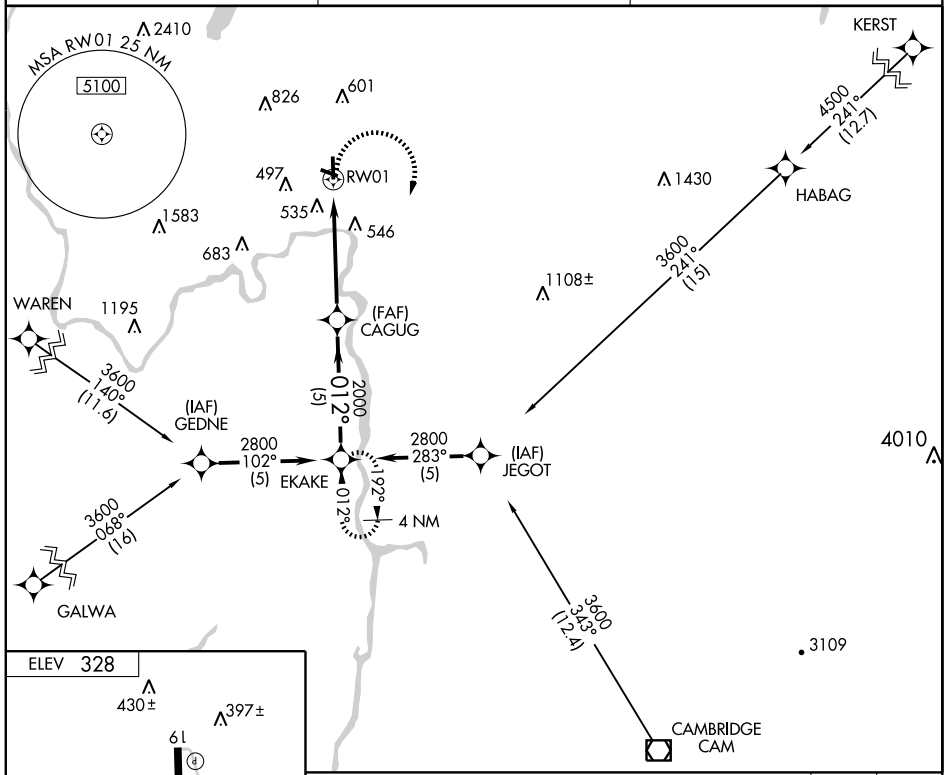
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Inoperative table does not apply to Cat A & B.

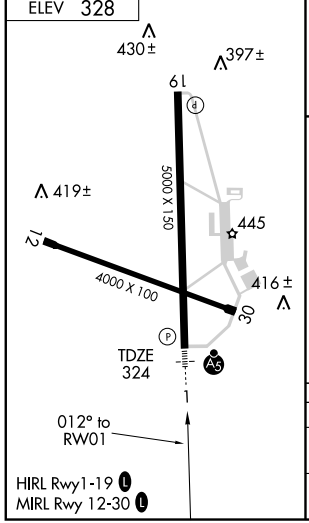
NA

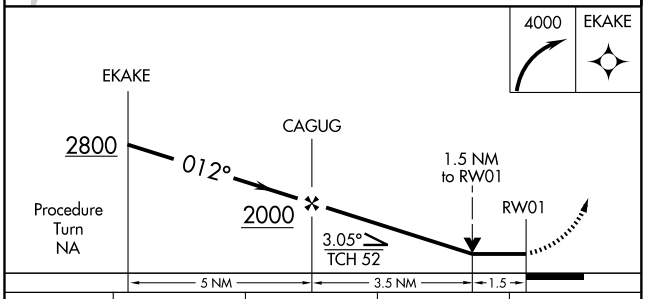
MALSR

MISSED APPROACH: Climbing right turn to 4000 direct EKAKE WP and hold.

ASOS	ALBANY APP CON	UNICOM
119.925	132.825 307.2	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	860-1 536 (600-1)			860-1¼ 536 (600-1¼)
CIRCLING	860-1 532 (600-1)		860-1½ 532 (600-1½)	900-2 572 (600-2)

APP CRS	Rwy Idg	4000
124°	TDZE	328
	Apt Elev	328

RNAV (GPS) RWY 12

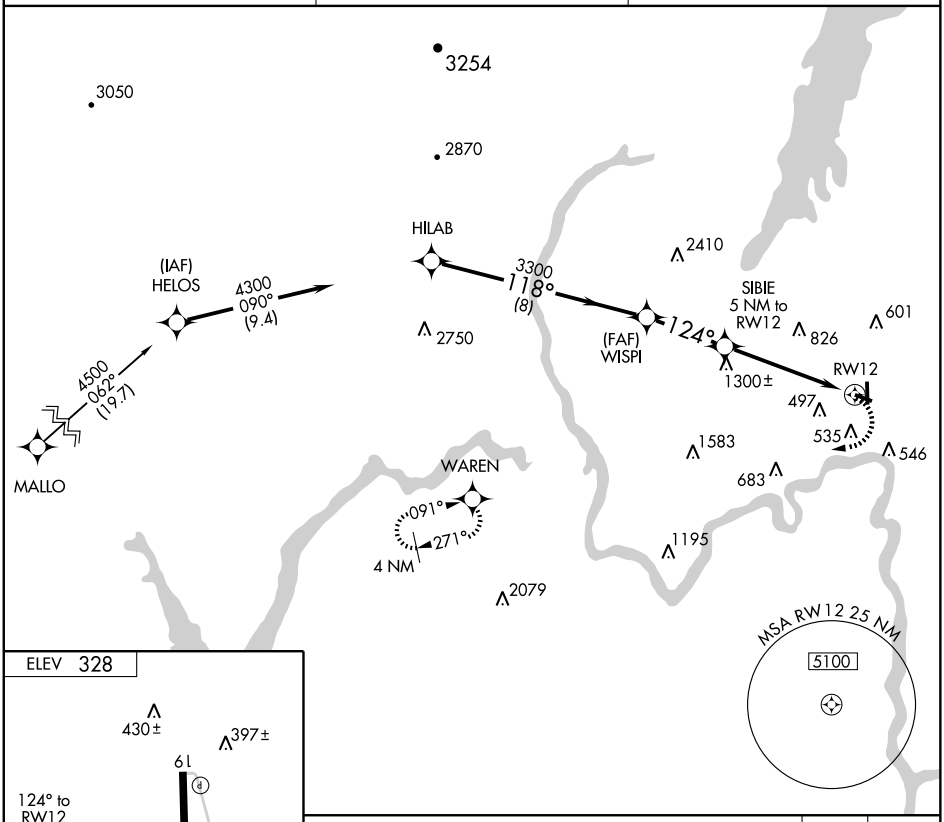
GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

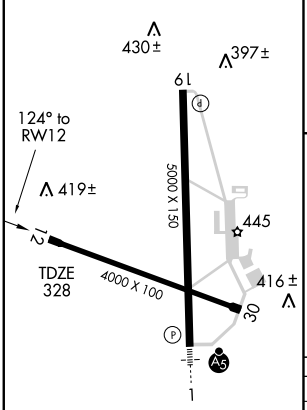
NA

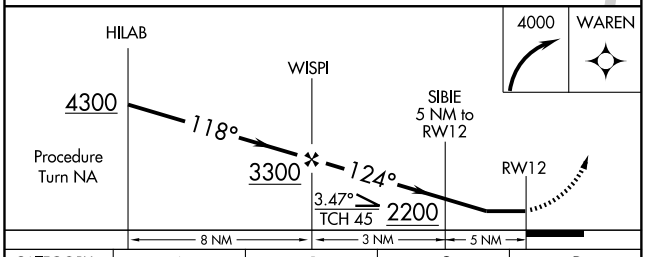
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4000 direct to WAREN WP and hold.

ASOS	ALBANY APP CON	UNICOM
119.925	132.825 307.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1560-1¼ 1232 (1300-1¼)	1560-1½ 1232 (1300-1½)	1560-3	1232 (1300-3)
CIRCLING	1560-1¼ 1232 (1300-1¼)	1560-1½ 1232 (1300-1½)	1560-3	1232 (1300-3)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
177°	TDZE	327
	Apt Elev	328

RNAV (GPS) RWY 19

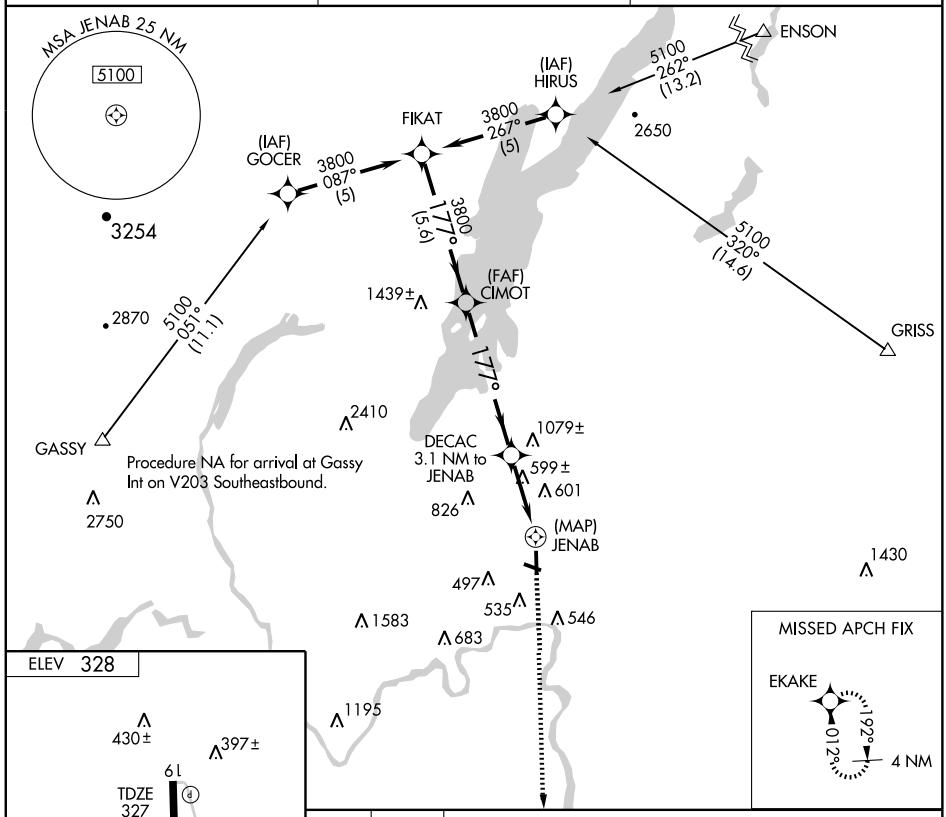
GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct EKAKE WP and hold.

ASOS	ALBANY APP CON	UNICOM
119.925	132.825 307.2	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	860-1	533 (600-1)	860-1½ 533 (600-1½)	860-1¾ 533 (600-1¾)
CIRCLING	860-1	532 (600-1)	860-1½ 532 (600-1½)	900-2 572 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

GLENS FALLS, NEW YORK

AL-673 (FAA)

APP CRS	Rwy Idg	4000
305°	TDZE	325
	Apt Elev	328

RNAV (GPS) RWY 30

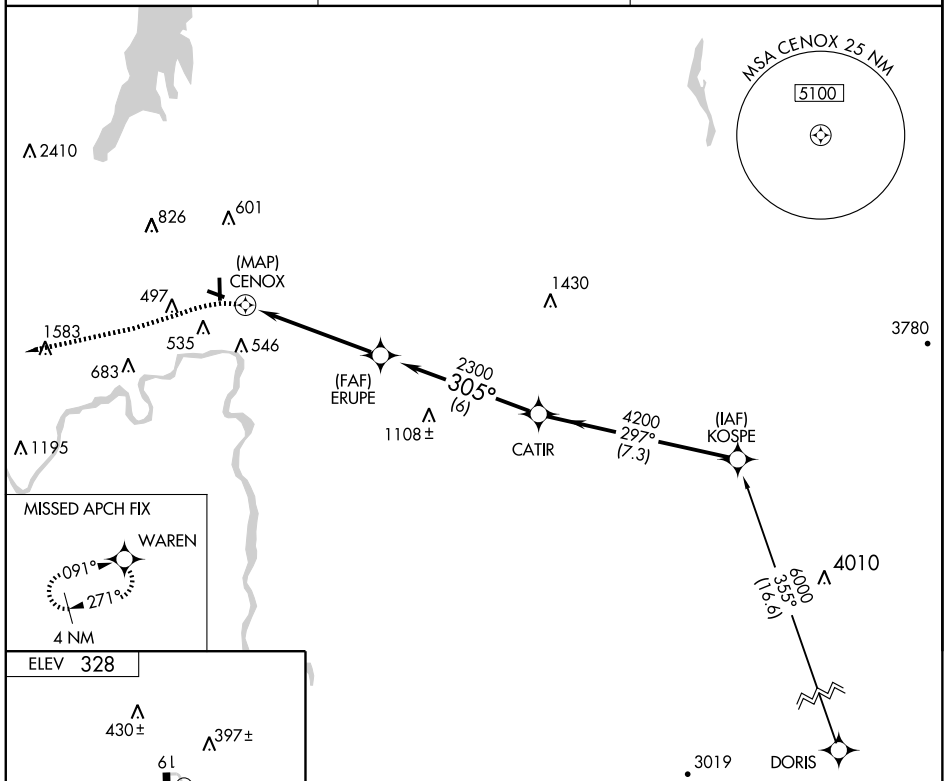
GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

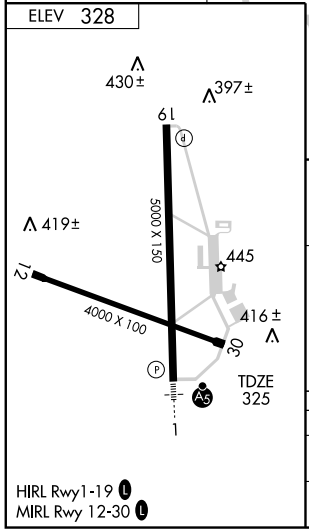
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

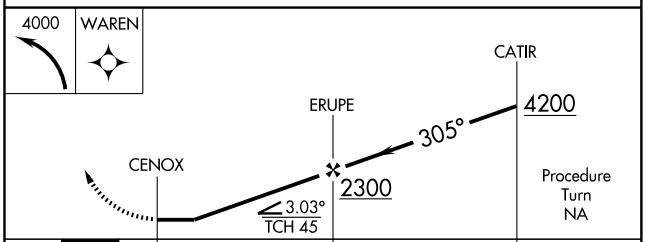
NA

MISSED APPROACH: Climbing left turn to 4000 direct WAREN WP and hold.

ASOS	ALBANY APP CON	UNICOM
119.925	132.825 307.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1020-1	695 (700-1)	1020-2 695 (700-2)	1020-2¼ 695 (700-2¼)
CIRCLING	1020-1	692 (700-1)	1020-2 692 (700-2)	1020-2¼ 692 (700-2¼)

HIRL Rwy1-19 L
MIRL Rwy 12-30 L

NE-2. 14 JAN 2010 to 11 FEB 2010

VORTAC GGT 117.8 Chan 125	APP CRS 085°	Rwy Idg N/A TDZE N/A Apt Elev 1134

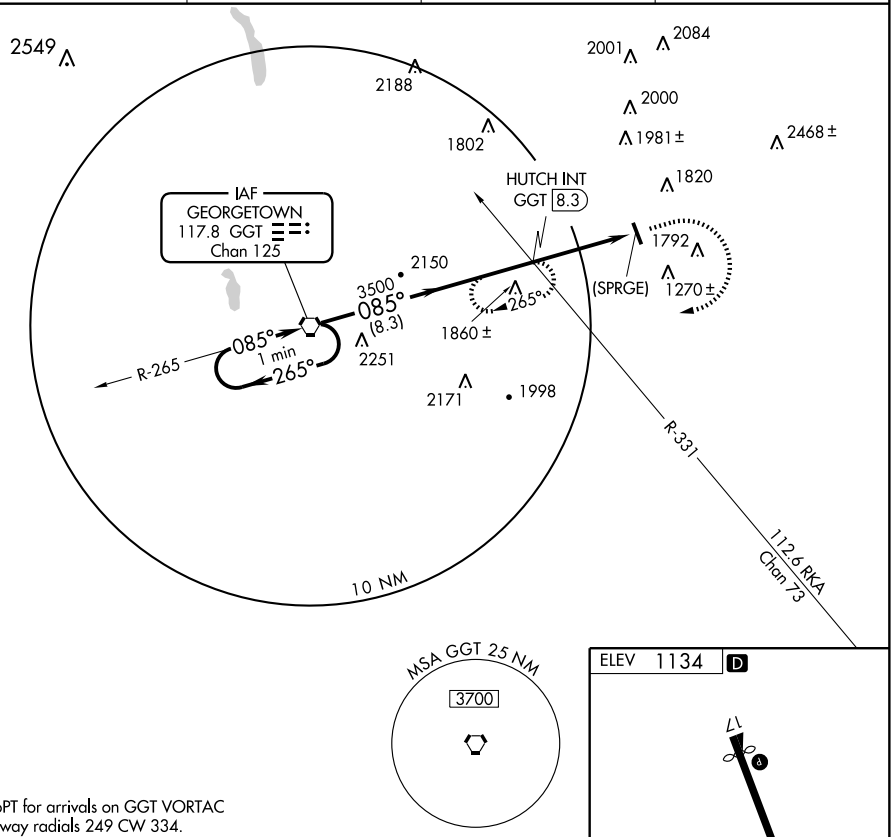
VOR or GPS-A

HAMILTON MUNI (VGC)

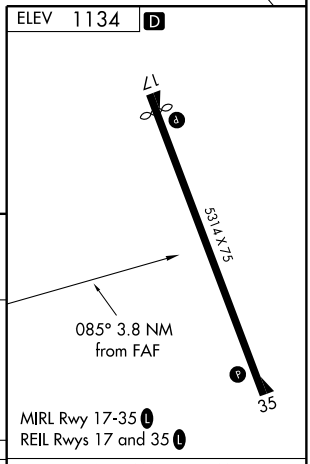
▼ NA — Use Syracuse Hancock Intl altimeter setting.

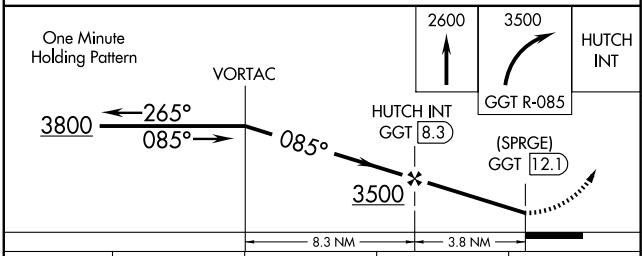
MISSED APPROACH: Climb to 2600 then climbing right turn to 3500 via GGT R-085 to HUTCH Int and hold.

AWOS-3	SYRACUSE APP CON	UNICOM	
119.425	126.125 269.125	123.0 (CTAF)	122.7 L



NoPT for arrivals on GGT VORTAC airway radials 249 CW 334.





CATEGORY	A	B	C	D
CIRCLING	2240-1¼ 1106 (1200-1¼)	2240-1½ 1106 (1200-1½)	2240-3 1106 (1200-3)	NA

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4500
175°	TDZE	1213
	Apt Elev	1220

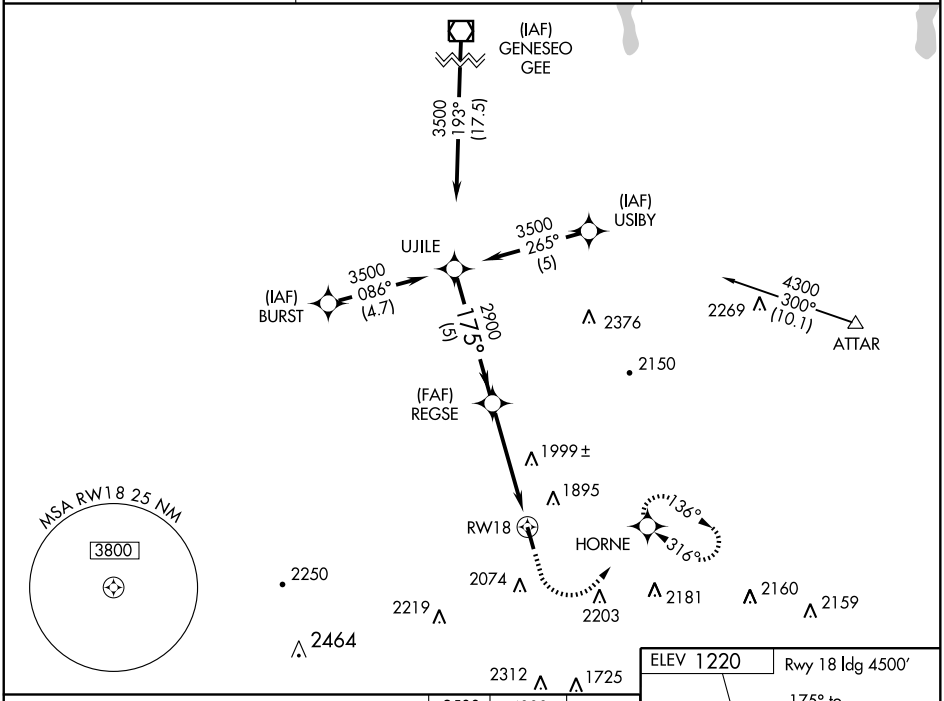
GPS RWY 18
HORNELL MUNI (4G6)

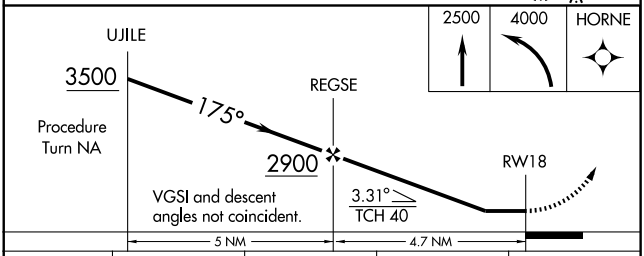
Obtain local altimeter setting on CTAF; when not received, use Elmira/Corning Rgnl altimeter setting.

NA

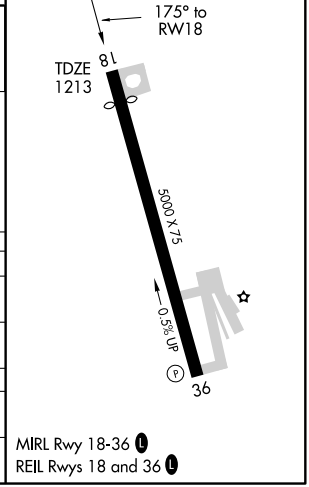
MISSED APPROACH: Climb to 2500, then left climbing turn to 4000 direct HORNE WP and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.475	124.325 353.850	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-18	2260-1¼ 1047 (1100-1¼)	2260-1½ 1047 (1100-1½)	2260-3 1047 (1100-3)	NA
CIRCLING	2320-1¼ 1100 (1100-1¼)	2320-1½ 1100 (1100-1½)	2440-3 1220 (1300-3)	NA
ELMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS				
S-18	2520-1¼ 1307 (1300-1¼)	2520-1½ 1307 (1300-1½)	2520-3 1307 (1300-3)	NA
CIRCLING	2600-1¼ 1380 (1400-1¼)	2600-1½ 1380 (1400-1½)	2700-3 1480 (1500-3)	NA



MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
355°	TDZE	1196
	Apt Elev	1220

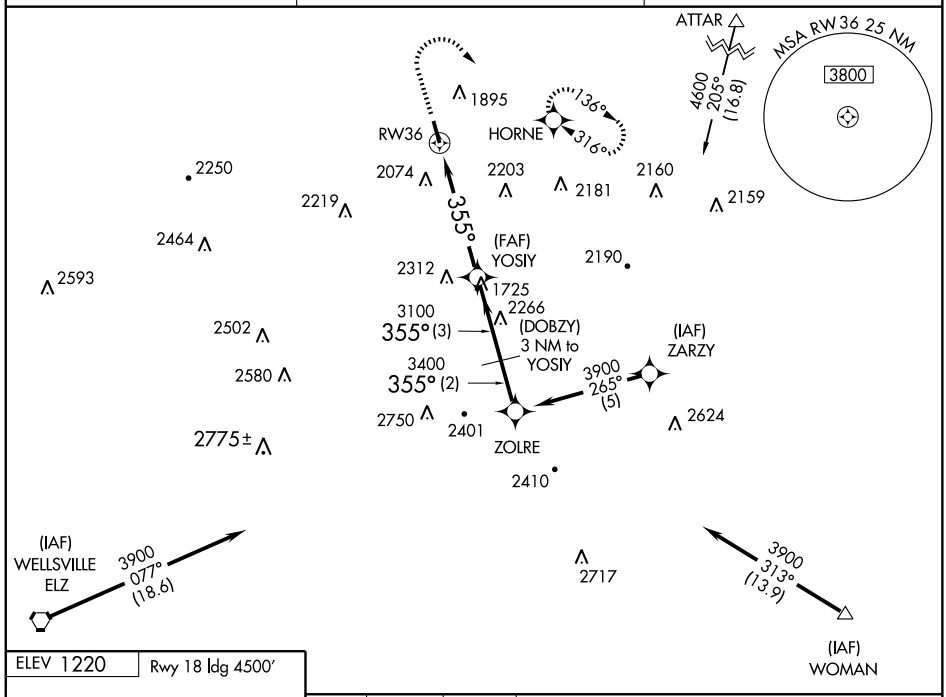
GPS RWY 36
HORNELL MUNI (4G6)

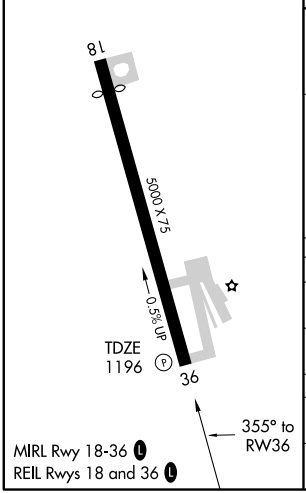
Obtain local altimeter setting on CTAF; when not received, use Elmira/Corning Rgnl altimeter setting.

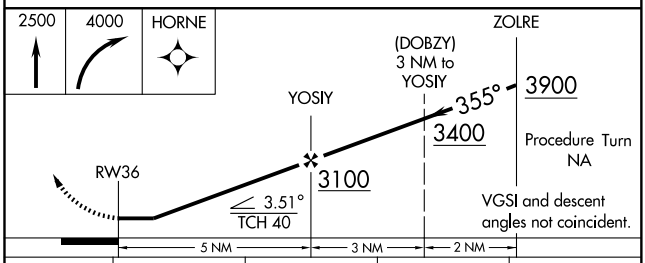
NA

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct HORNE WP and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.475	124.325 353.850	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-36	2260-1¼ 1064 (1100-1¼)	2260-1½ 1064 (1100-1½)	2260-3 1064 (1100-3)	NA
CIRCLING	2320-1¼ 1100 (1100-1¼)	2320-1½ 1100 (1100-1½)	2360-3 1140 (1200-3)	NA
ELMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS				
S-36	2520-1¼ 1324 (1300-1¼)	2520-1½ 1324 (1300-1½)	2520-3 1324 (1300-3)	NA
CIRCLING	2600-1¼ 1380 (1400-1¼)	2600-1½ 1380 (1400-1½)	2620-3 1400 (1400-3)	NA

NE-2. 14 JAN 2010 to 11 FEB 2010

VORTAC ELZ	APP CRS	Rwy Idg	N/A
111.4	048°	TDZE	N/A
Chan 51		Apt Elev	1220

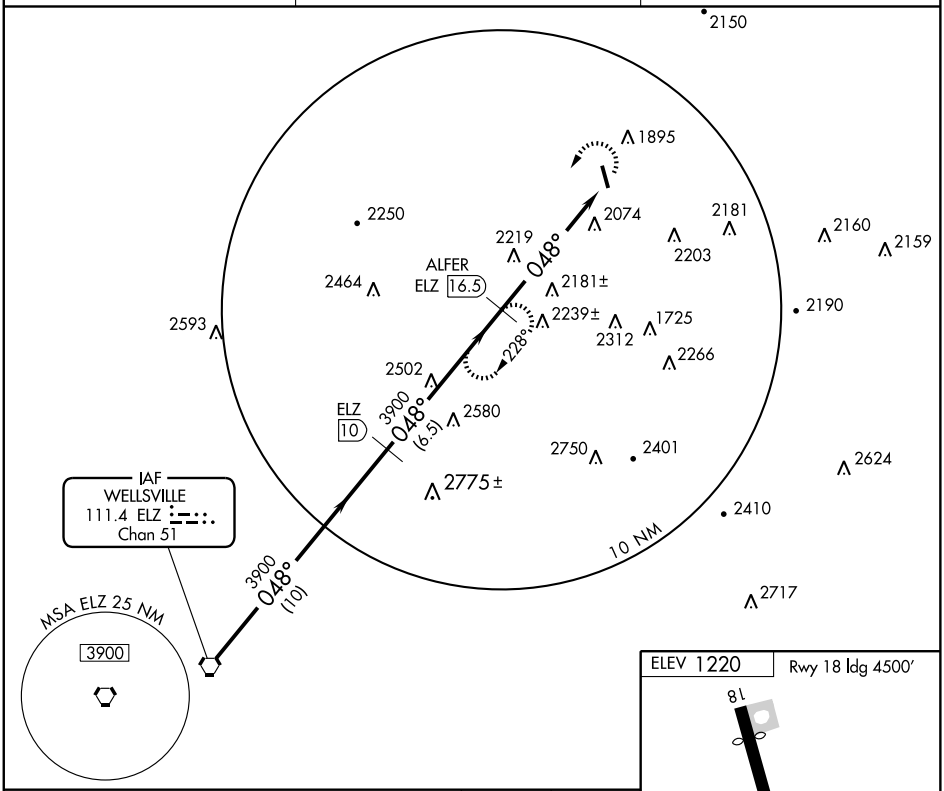
VOR/DME-A
HORNELL MUNI (4G6)

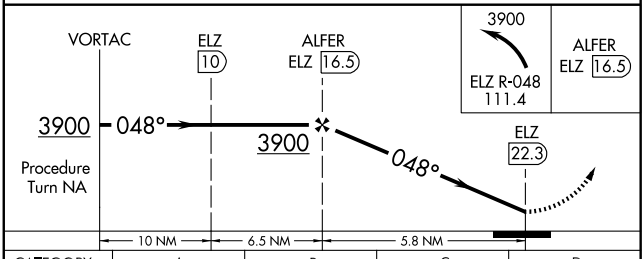
Obtain local altimeter setting on CTAF; when not received, use Elmira/Corning Rgnl altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 3900 via ELZ R-048 to ALFER 16.5 DME and hold.

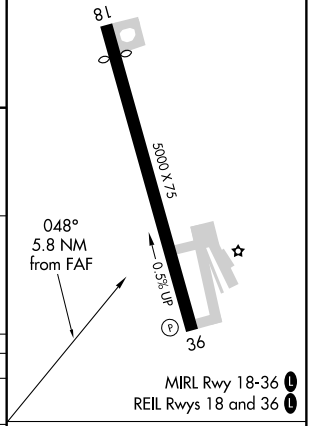
AWOS-3	CLEVELAND CENTER	UNICOM
118.475	124.325 353.850	122.7 (CTAF) L





3900
ELZ R-048
111.4

ALFER
ELZ 16.5



CATEGORY	A	B	C	D
CIRCLING	2440-1¼ 1220 (1300-1¼)	2440-1½ 1220 (1300-1½)	2440-3 1220 (1300-3)	NA
ELMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS				
CIRCLING	2700-1¼ 1480 (1500-1¼)	2700-1½ 1480 (1500-1½)	2700-3 1480 (1500-3)	NA

Knots	60	90	120	150	180
Min:Sec					

NE-2. 14 JAN 2010 to 11 FEB 2010

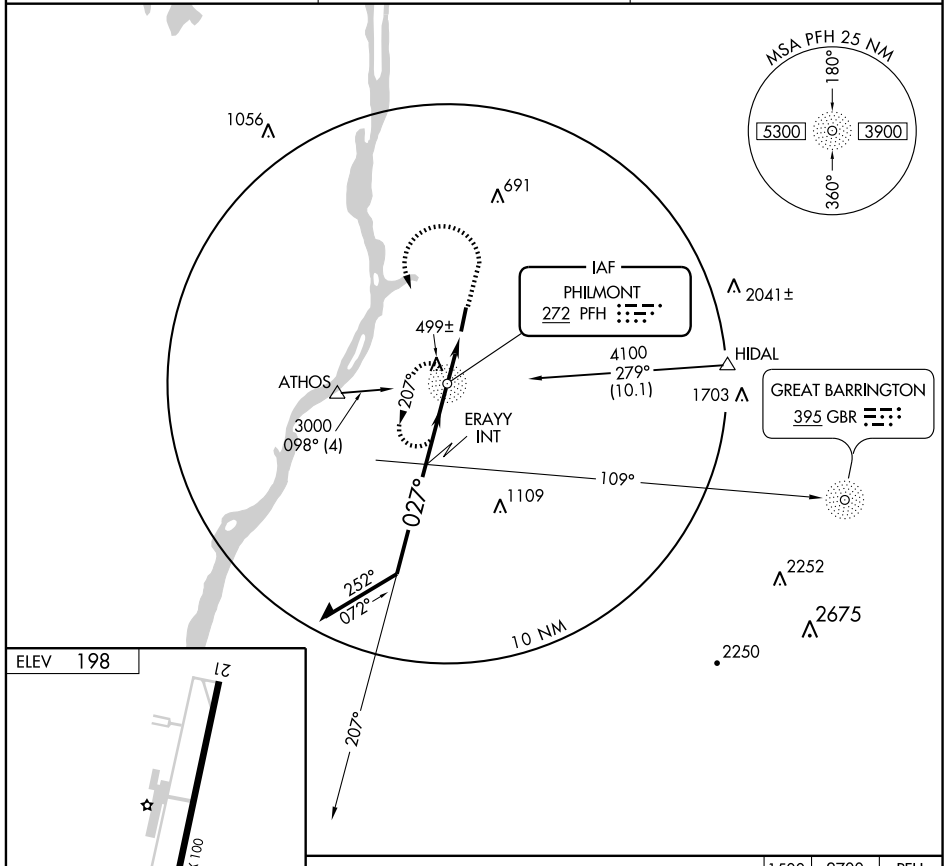
NDB PFH 272	APP CRS 027°	Rwy Idg N/A TDZE N/A Apt Elev 198

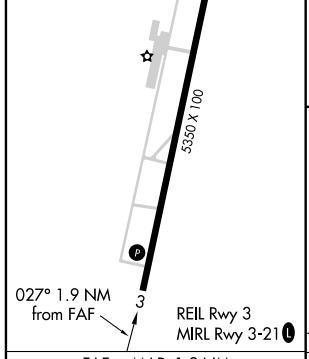
NDB-A

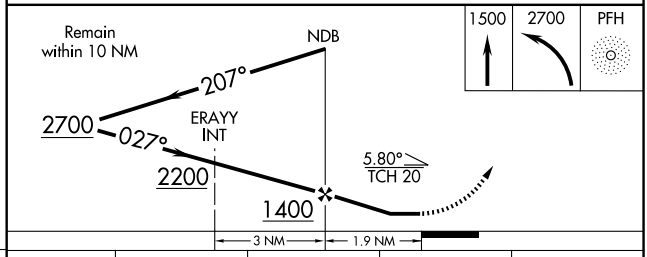
HUDSON/COLUMBIA COUNTY (1B1)

▼ NA	Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 80 feet, increase Cat C visibility ½ mile and Cat D visibility ¼ mile.	MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct PFH NDB and hold.

AWOS-3	ALBANY APP CON	UNICOM
133.525	132.825 307.2	123.05 (CTAF) L







FAF to MAP 1.9 NM					
Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38

CATEGORY	A	B	C	D
CIRCLING	800-1 602 (700-1)	820-1 622 (700-1)	860-1¾ 662 (700-1¾)	920-2¼ 722 (800-2¼)

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5350
CH 77715	025°	TDZE	198
W03A		Apt Elev	198

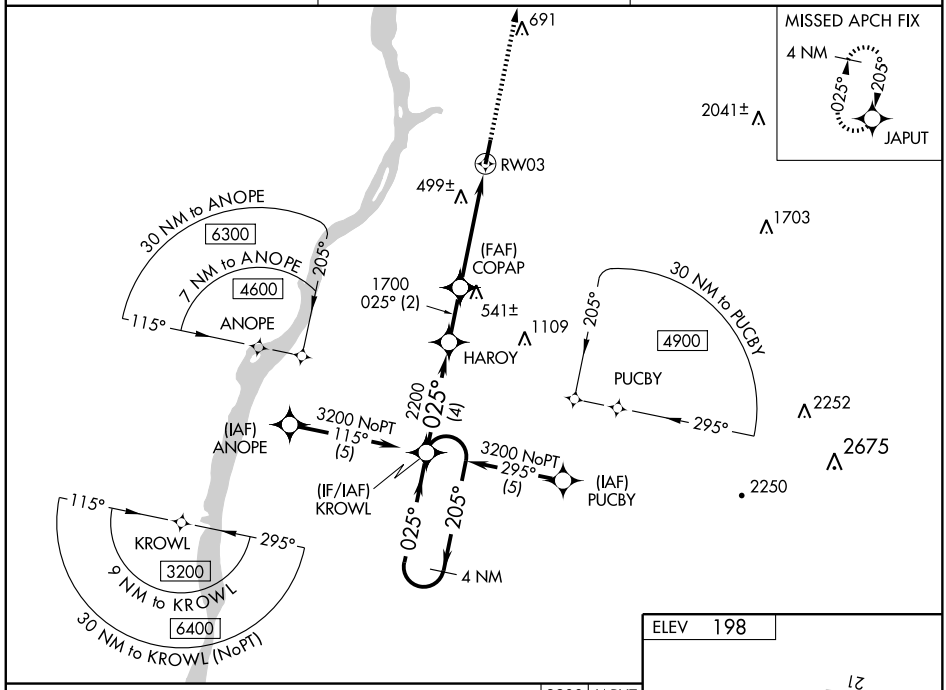
RNAV (GPS) RWY 3

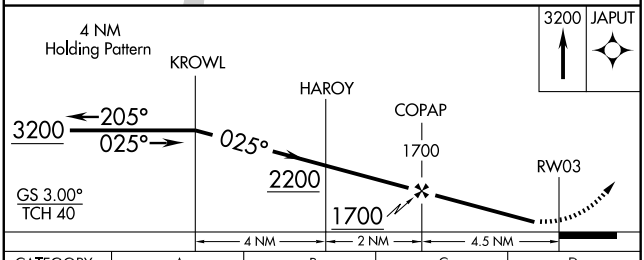
HUDSON/COLUMBIA COUNTY (1B1)

Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting is not received, use Albany altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat D visibility ¼ mile, and Circling Cat C visibility ½ mile.

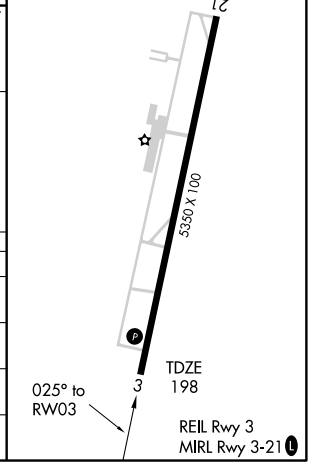
MISSED APPROACH: Climb to 3200 direct JAPUT and hold, continue climb-in-hold to 3200.

AWOS-3	ALBANY APP CON	UNICOM
133.525	132.825 307.2	123.05 (CTAF)





CATEGORY	A	B	C	D
LPV DA	500-1 302 (400-1)			
LNAV/VNAV DA	842-2¼ 644 (700-2¼)			
LNAV MDA	760-1 562 (600-1)		760-1½ 562 (600-1½)	760-1¾ 562 (600-1¾)
CIRCLING	760-1 562 (600-1)	820-1 622 (700-1)	860-1¾ 662 (700-1¾)	920-2¼ 722 (800-2¼)



NE-2, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 21

HUDSON/COLUMBIA COUNTY (1B1)

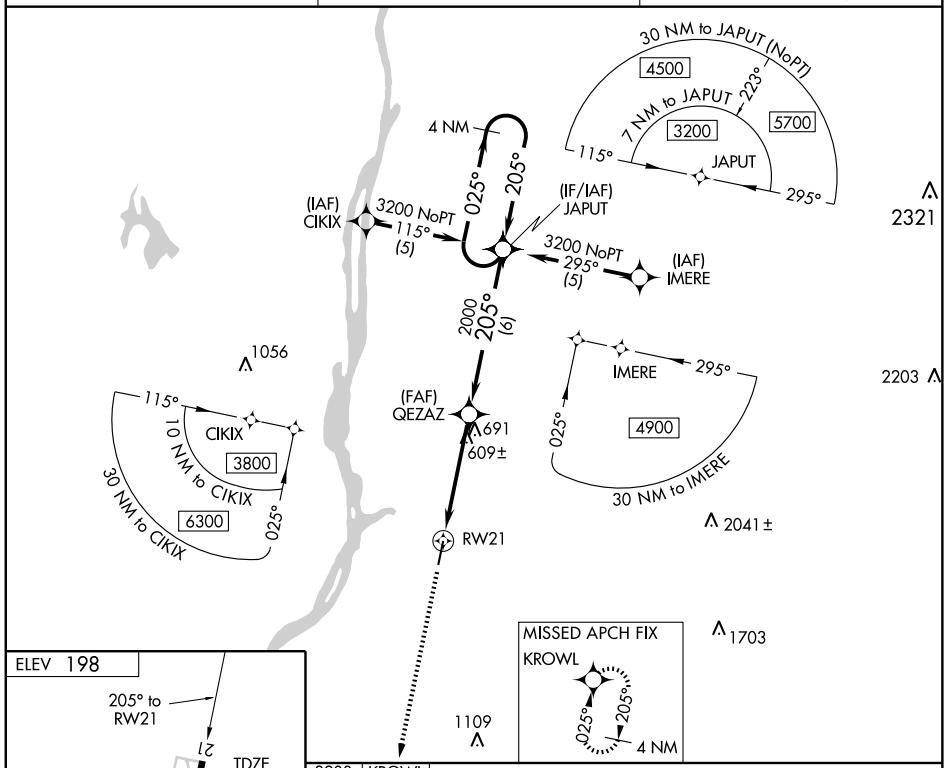
WAAS	APP CRS	Rwy Idg	5350
CH 40215	205°	TDZE	194
W21A		Apt Elev	198

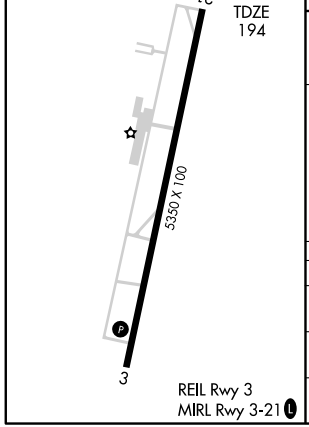
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ mile, LNAV Cat B ¼ mile, Cats C and D ½ mile. Circling Cat B ¼ mile, Cat C ½ mile and Cat D ¼ mile.

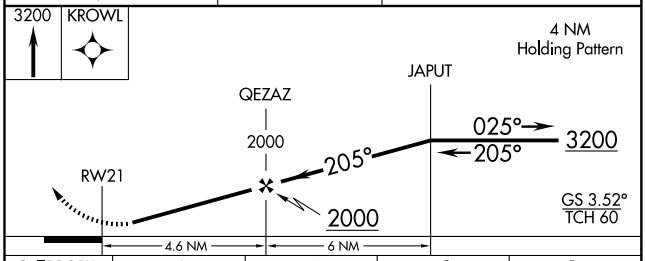
NA

MISSED APPROACH: Climb to 3200 direct KROWL and hold.

AWOS-3	ALBANY APP CON	UNICOM
133.525	132.825 307.2	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	614-1¼ 420 (500-1¼)			NA
LNAV MDA	860-1 666 (700-1)		860-1¾ 666 (700-1¾)	860-2 666 (700-2)
CIRCLING	860-1 662 (700-1)		860-1¾ 662 (700-1¾)	920-2¼ 722 (800-2¼)

NE-2. 14 JAN 2010 to 11 FEB 2010

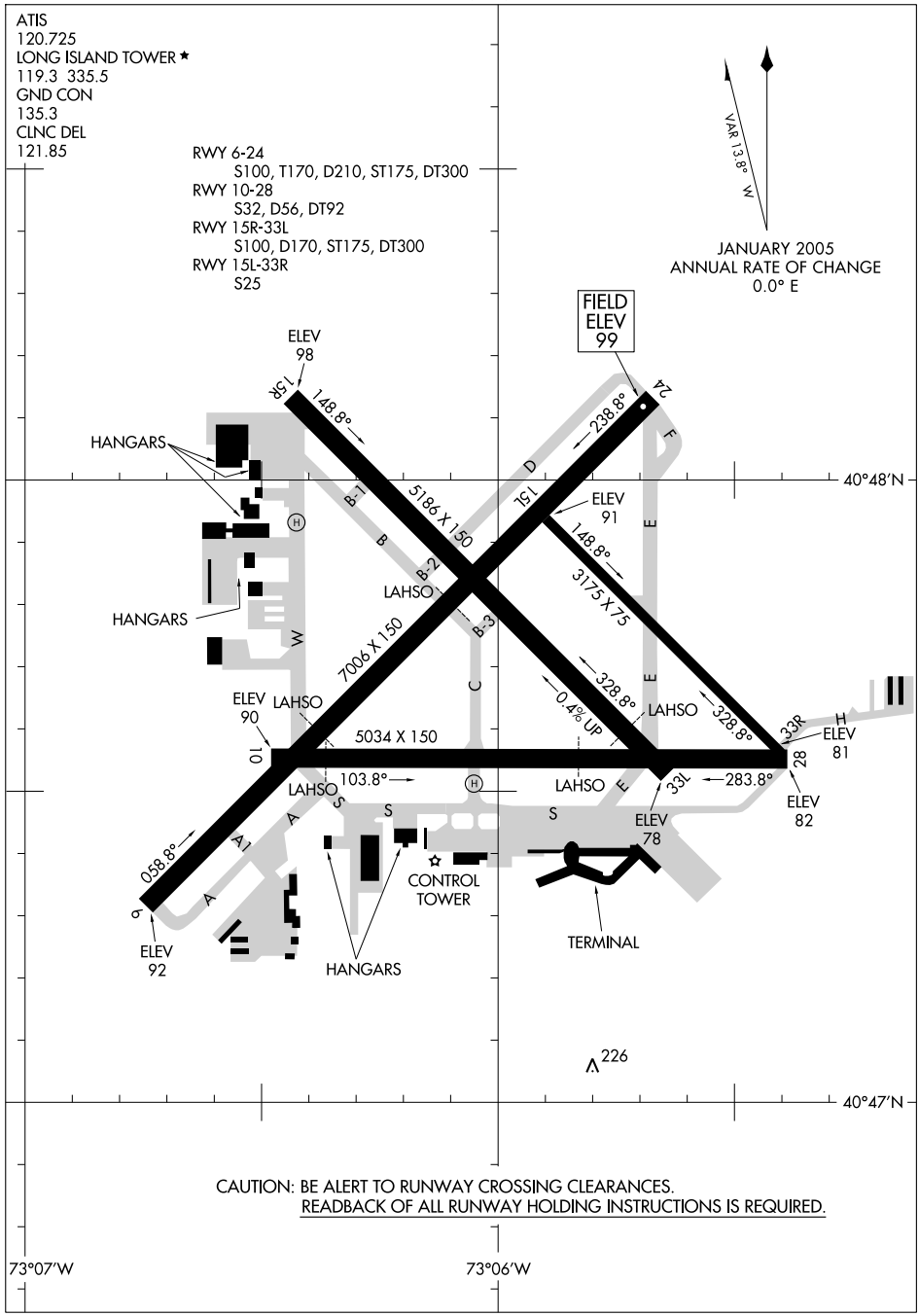
09183

AIRPORT DIAGRAM

AL-948 (FAA)

ISLIP/ LONG ISLAND MACARTHUR (ISP)

ISLIP, NEW YORK



NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-ISP	APP CRS	Rwy Idg	7006
108.3	059°	TDZE	94
		Apt Elev	99

ILS or LOC RWY 6

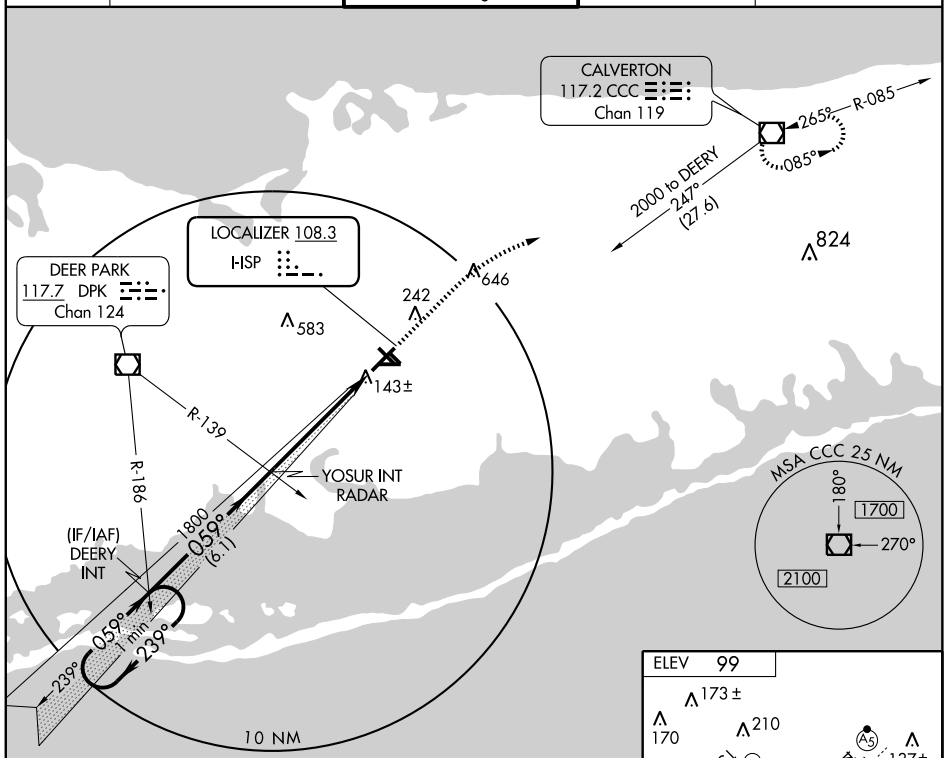
ISLIP/LONG ISLAND MAC ARTHUR (ISP)

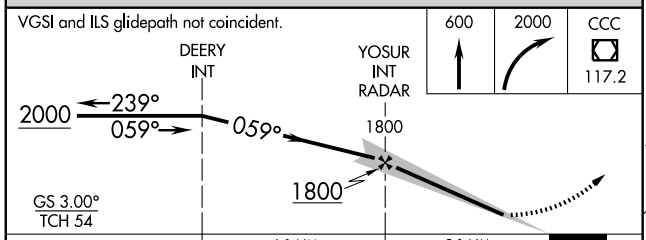
When local altimeter setting not received, use Shirley altimeter setting and increase S-ILS 6 DA to 322 and all MDA 40 feet.
For inoperative MALSR, increase S-LOC 6 Cat D visibility to RVR 5000.
** RVR 1800 authorized with the use of FD or or AP or HUD to DA.

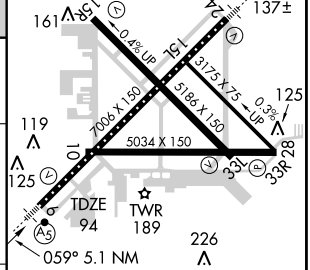
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

ATIS	NEW YORK APP CON	LONG ISLAND TOWER ★	GND CON	CLNC DEL
120.725	118.0 343.75	119.3 (CTAF) L 335.5	135.3	121.85







MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L
TDZ/CL Rwys 6-24

CATEGORY	A	B	C	D
S-ILS 6	**294/24 200(200-½)			
S-LOC 6	400-24 306 (400-½)			400/40 306 (400-¾)
CIRCLING	580-1 481 (500-1)		580-1½ 481 (500-1½)	660-2 561 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-RXN	APP CRS	Rwy Idg	7006
108.3	239°	TDZE	99
		Apt Elev	99

ILS or LOC RWY 24

ISLIP/ LONG ISLAND MAC ARTHUR (ISP)

**RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Shirley altimeter setting and increase S-ILS 24 DA to 327 and all MDA 40 feet and increase S-LOC Cat D visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 2000 then left turn via heading 100° and CCC R-221 to CCC VOR/DME and hold.

ATIS	NEW YORK APP CON	LONG ISLAND TOWER*	GND CON	CLNC DEL
120.725	118.0 343.75	119.3 (CTAF) L 335.5	135.3	121.85

ALTERNATE MISSED APCH FIX

108.8 BDR Chan 25 R-082 082° 262° 117.7 DPK Chan 124 PAZTA R-192

NoPT for arrivals on CCC VOR/DME airway radials 057 CW 193.

108.8 BDR Chan 25 R-192

108.8 BDR Chan 25 R-162

IAF CALVERTON 117.2 CCC Chan 119

(IF) CORAM INT 059° R-085 265° 085° 2000 278° (6.4) R-278 1400 239° (6.5) R-221

DEER PARK 117.7 DPK Chan 124 R-082 583

PAZTA RIZER OM 646 242 824

LOCALIZER 108.3 I-RXN

10 NM

MSA CCC 25 NM 180° 1700 270° 2100

ELEV 99

239° 3.5 NM from FAF

173± 170 210 161 15R 137± 24 0.4% UP 15L TDZE 99 125 3175 X 75 0.3% UP 5186 X 150 7006 X 150 5034 X 150 119 10 125 33L 33R 28 TWR 189 226

MIRL Rwy 15R-33L L

HIRL Rwy 6-24 L

TDZ/CL Rwys 6-24

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

2000	100°	CCC R-221 117.2	CCC 117.2

*LOC only

RIZER OM 1273 239° 1400* 1400 CORAM INT 2000

Procedure Turn NA

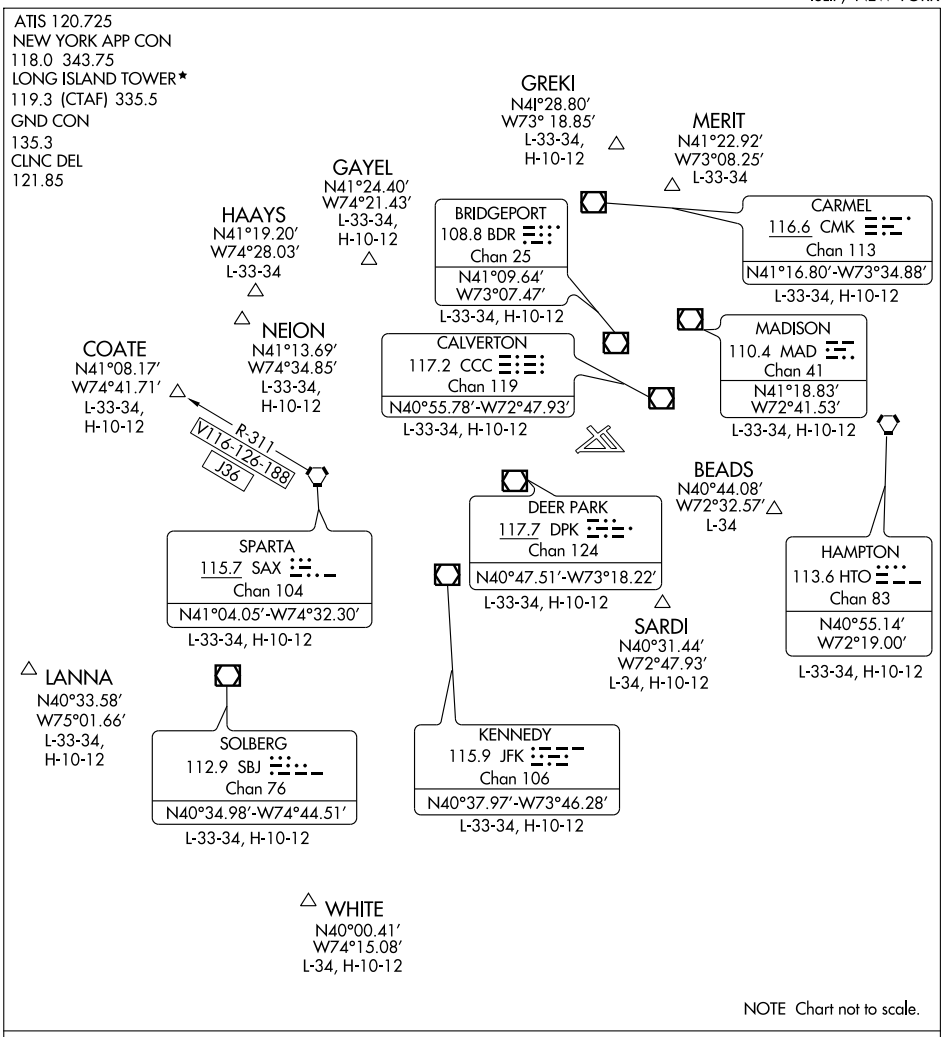
GS 3.00° TCH 52

3.5 NM 6.5 NM

CATEGORY	A	B	C	D
S-ILS 24	** 299/24	200 (200-½)		
S-LOC 24	500/24	401 (500-½)	500/40	401 (500-¾)
CIRCLING	580-1	481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

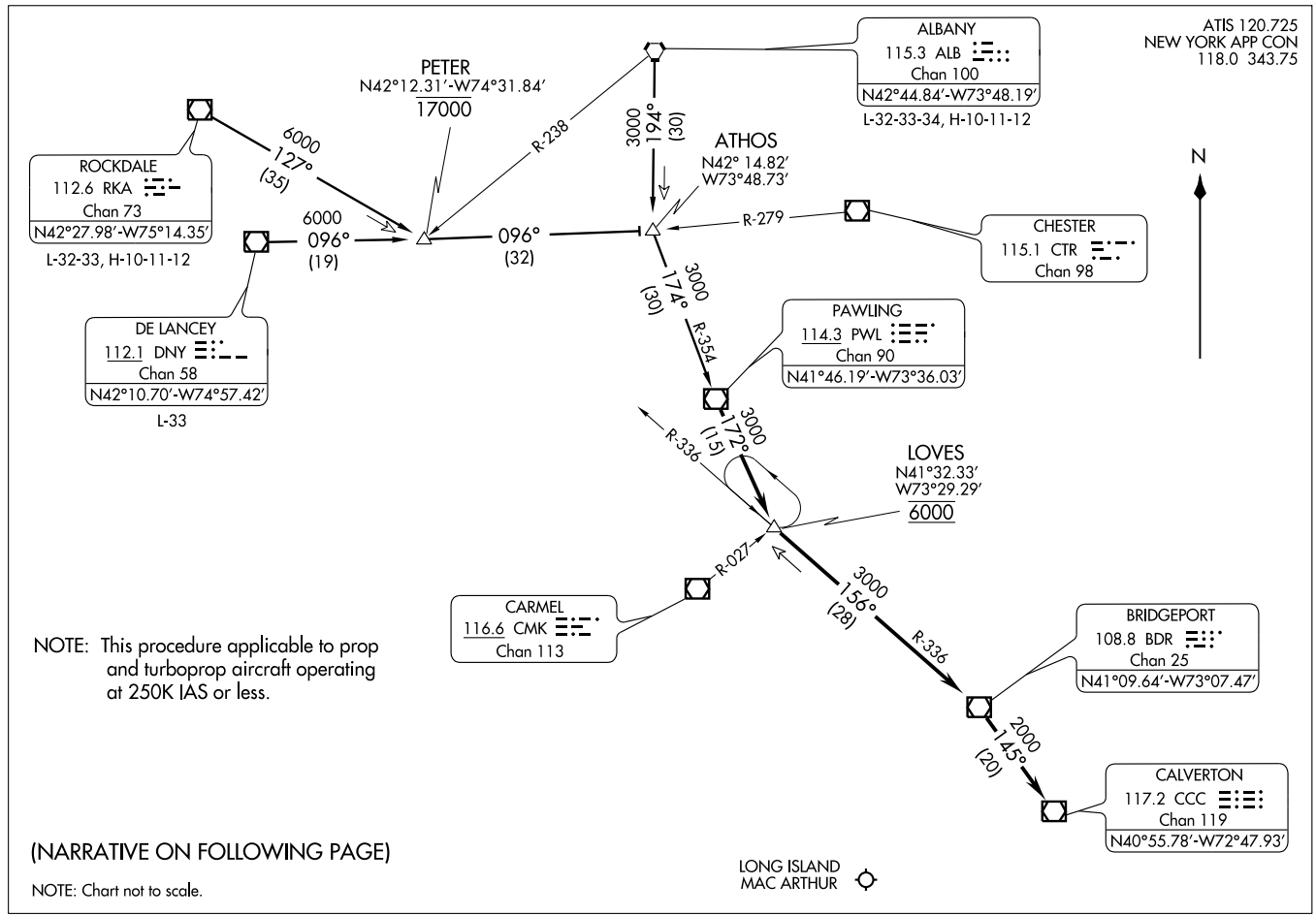
LONG ISLAND THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading. Thence via vectors to assigned route/fix. Maintain 3,000 feet, expect clearance to filed altitude/flight level 10 minutes after departure.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.


ATIS 120.725
NEW YORK APP CON
118.0 343.75
(LOVES.LOVES2) 09015
LOVES TWO ARRIVAL
ST-948 (FAA)
LONG ISLAND MACARTHUR
ISLIP, NEW YORK
ALBANY
115.3 ALB
Chan 100
N42°44.84'-W73°48.19'
L-32-33-34, H-10-11-12
PETER
N42°12.31'-W74°31.84'
17000
ATHOS
N42° 14.82'
W73°48.73'
ROCKDALE
112.6 RKA
Chan 73
N42°27.98'-W75°14.35'
L-32-33, H-10-11-12
6000
127°
(35)
R-238
3000
161°
(30)
6000
096°
(19)
096°
(32)
R-279
CHESTER
115.1 CTR
Chan 98
N
DE LANCEY
112.1 DNY
Chan 58
N42°10.70'-W74°57.42'
L-33
3000
174°
(30)
R-354
PAWLING
114.3 PWL
Chan 90
N41°46.19'-W73°36.03'
3000
172°
(15)
R-336
LOVES
N41°32.33'
W73°29.33'
6000
R-027
CARMEL
116.6 CMK
Chan 113
3000
156°
(28)
R-336
BRIDGEPORT
108.8 BDR
Chan 25
N41°09.64'-W73°07.47'
2000
145°
(20)
CALVERTON
117.2 CCC
Chan 119
N40°55.78'-W72°47.93'
NOTE: This procedure applicable to prop and turboprop aircraft operating at 250K IAS or less.
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.
LONG ISLAND
MAC ARTHUR

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.LOVES2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .
DE LANCEY TRANSITION (DNY.LOVES2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .
ROCKDALE TRANSITION (RKA.LOVES2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .
. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to BDR VOR/DME. Then via direct to CCC VOR/DME (MEA 2000). Expect radar vectors to the final approach course.

LOM IS	APP CRS	Rwy Idg	7006
366	059°	TDZE	94
		Apt Elev	99

NDB RWY 6

ISLIP/ LONG ISLAND MAC ARTHUR (ISP)

When local altimeter setting not received, use Shirley altimeter setting and increase all MDA 40 feet and increase S-6 Cat C and D visibility ¼.

MALSR

MISSED APPROACH: Climbing right turn to 2000 direct CCC VOR/DME and hold.

ATIS	NEW YORK APP CON	LONG ISLAND TOWER★	GND CON	CLNC DEL
120.725	118.0 343.75	119.3 (CTAF) L 335.5	135.3	121.85

CALVERTON
117.2 CCC
Chan 119

265° R-085
085°
2000
249°
(21.5)

824
646
583
242
276

LOM/IAF
LOKKS
366 IS

059°
194°
014°
239°
10 NM

MSA IS 25 NM
1900

ELEV 99

173±
170
210
161
137±
15R
24
0.4% UP
15L
3175 X 75
5186 X 150
0.3% UP
7006 X 150
125
119
5034 X 150
10
125
33L
33R
28
TDZE 94
TWR 189
226
059° 5 NM from FAF

MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L
TDZ/CL Rwys 6-24

Remain within 10 NM
LOM
239°
059°
2000
1800
3.10°
TCH 51
5 NM

2000 CCC 117.2

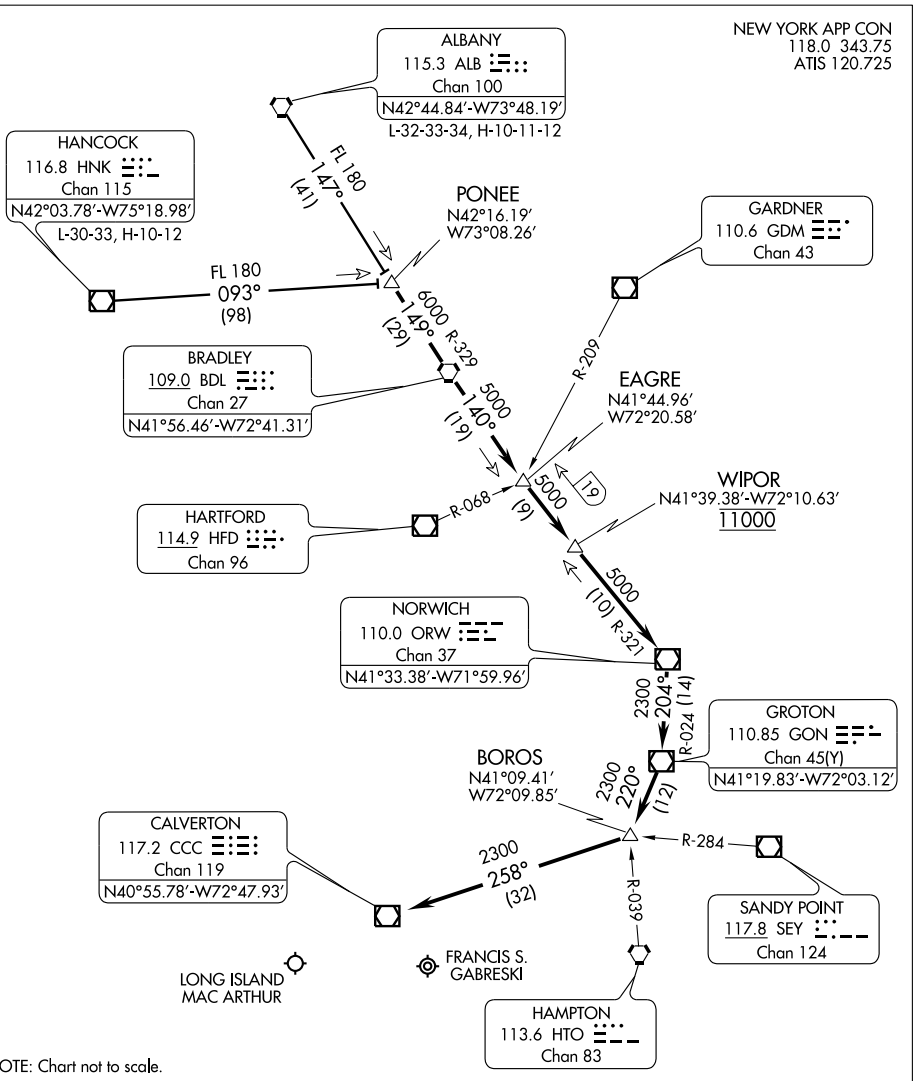
CATEGORY	A	B	C	D
S-6	580/40 486 (500-¾)			580/60 486 (500-1¼)
CIRCLING	580-1 481 (500-1)		580-1½ 481 (500-1½)	660-2 561 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2. 14 JAN 2010 to 11 FEB 2010

PONEE TWO ARRIVAL



NOTE: Chart not to scale.

ALBANY TRANSITION (ALB.PONEE2): From over ALB VORTAC via ALB R-147 to PONEE INT. Thence. . . .

HANCOCK TRANSITION (HNK.PONEE2): From over HNK VOR/DME via HNK R-093 to PONEE INT. Thence. . . .

. . . . From over PONEE INT via BDL R-329 to BDL VORTAC; then via BDL R-140 to ORW VOR/DME, then via ORW R-204 to GON VOR/DME, then via GON R-220 to BOROS INT, then direct to CCC VOR/DME. Expect radar vectors to final approach course.

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7006
CH 66010	059°	TDZE	94
W06A		Apt Elev	99

RNAV (GPS) RWY 6

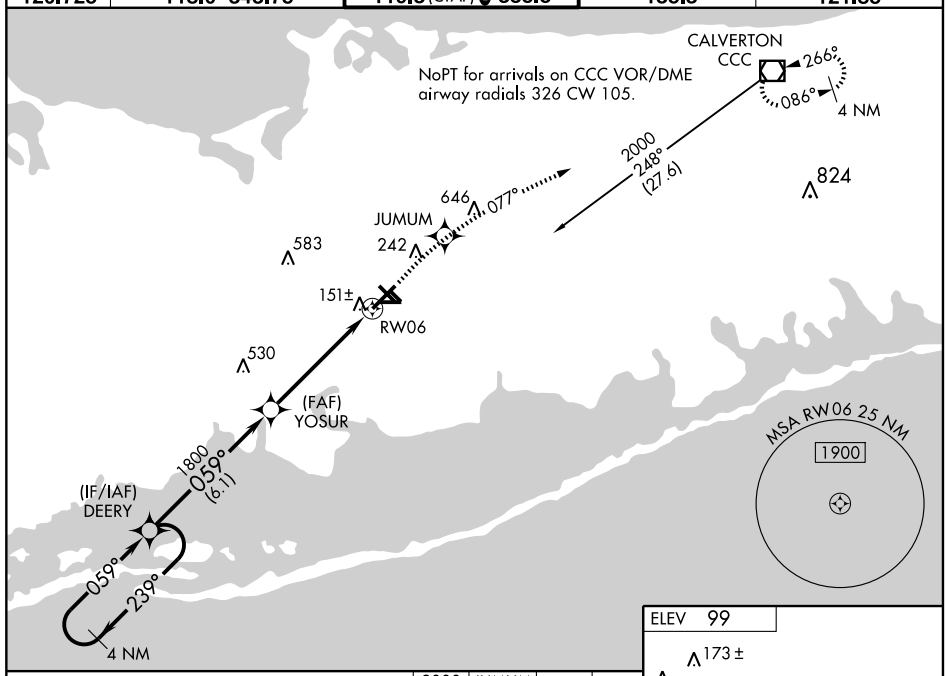
ISLIP/ LONG ISLAND MAC ARTHUR (ISP)

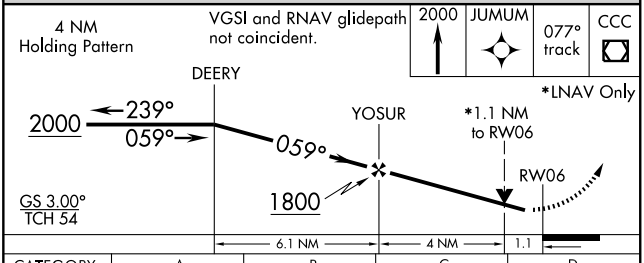
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shirley altimeter setting and increase all DA 28 feet and all MDA 40 feet. Increase LNAV Cat C visibility to RVR 4000. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For inoperative MALSR when using Shirley altimeter setting, increase LNAV Cat D visibility to RVR 6000. Baro-VNAV NA when using Shirley altimeter setting. VDP NA when using Shirley altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000 direct JUMUM and via 077° track to CCC VOR/DME and hold.

ATIS	NEW YORK APP CON	LONG ISLAND TOWER★	GND CON	CLNC DEL
120.725	118.0 343.75	119.3 (CTAF) L 335.5	135.3	121.85





CATEGORY	A	B	C	D
LPV DA	294/24 200 (200-½)			
LNAV/ VNAV DA	451/40 357 (400-¾)			
LNAV MDA	480/24 386 (400-½)			480/50 386 (400-1)
CIRCLING	580-1 481 (500-1)		580-1½ 481 (500-1½)	660-2 561 (600-2)

MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L
TDZ/CL Rwys 6-24

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 82610 W24A	APP CRS 239°	Rwy Idg 7006	TDZE 99	Apt Elev 99

RNAV (GPS) RWY 24

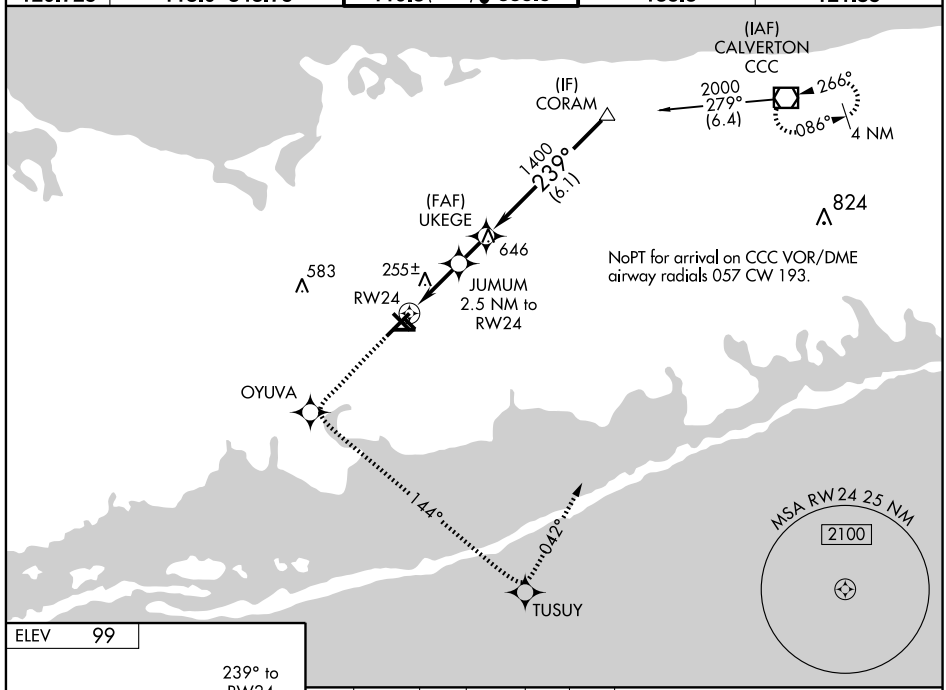
ISLIP/ LONG ISLAND MAC ARTHUR (ISP)

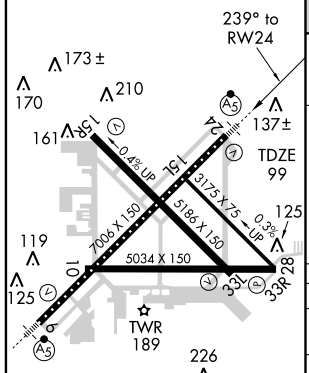
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shirley altimeter setting and increase all DA 28 feet and all MDA 40 feet. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. Baro-VNAV NA when using Shirley altimeter setting. VDP NA when using Shirley altimeter setting.

MALSR

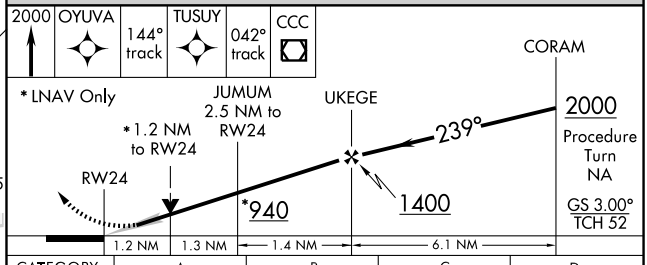
MISSED APPROACH: Climb to 2000 direct OYUVA then via 144° track to TUSUY then via 042° track to CCC VOR/DME and hold.

ATIS	NEW YORK APP CON	LONG ISLAND TOWER ★	GND CON	CLNC DEL
120.725	118.0 343.75	119.3 (CTAF) L 335.5	135.3	121.85





MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L
TDZ/CL Rwys 6-24



CATEGORY	A	B	C	D
LPV DA	299/24		200 (200-½)	
LNAV/VNAV DA	593/60		494 (500-1¼)	
LNAV MDA	520/24	421 (500-½)	520/40 421 (500-¾)	520/50 421 (500-1)
CIRCLING	580-1	481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)

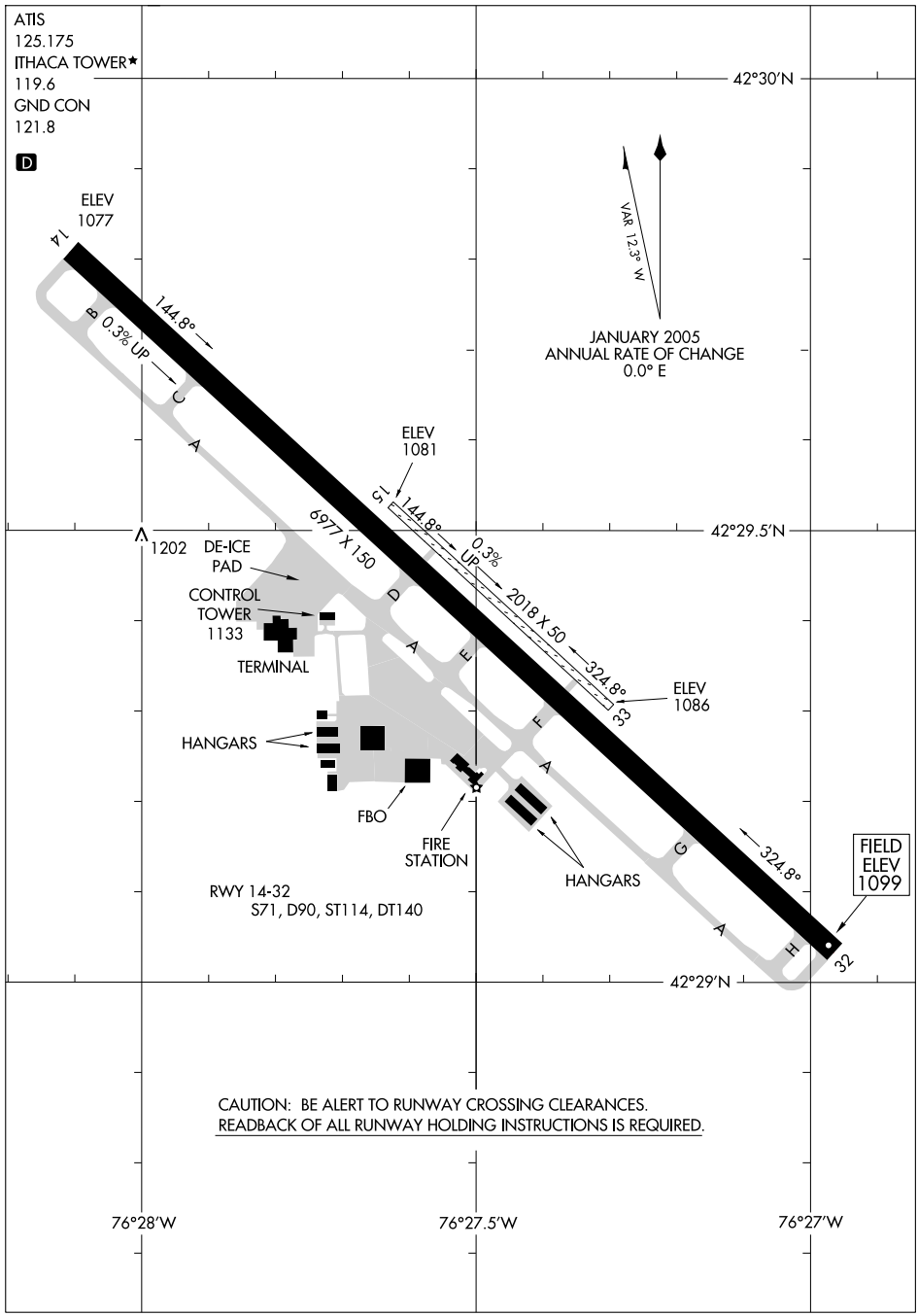
NE-2. 14 JAN 2010 to 11 FEB 2010

09239

AIRPORT DIAGRAM

AL-779 (FAA)

ITHACA TOMPKINS RGNL (ITH)
ITHACA, NEW YORK



NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-ITH	APP CRS	Rwy Idg	6601
108.7	325°	TDZE	1099
		Apt Elev	1099

ILS or LOC RWY 32

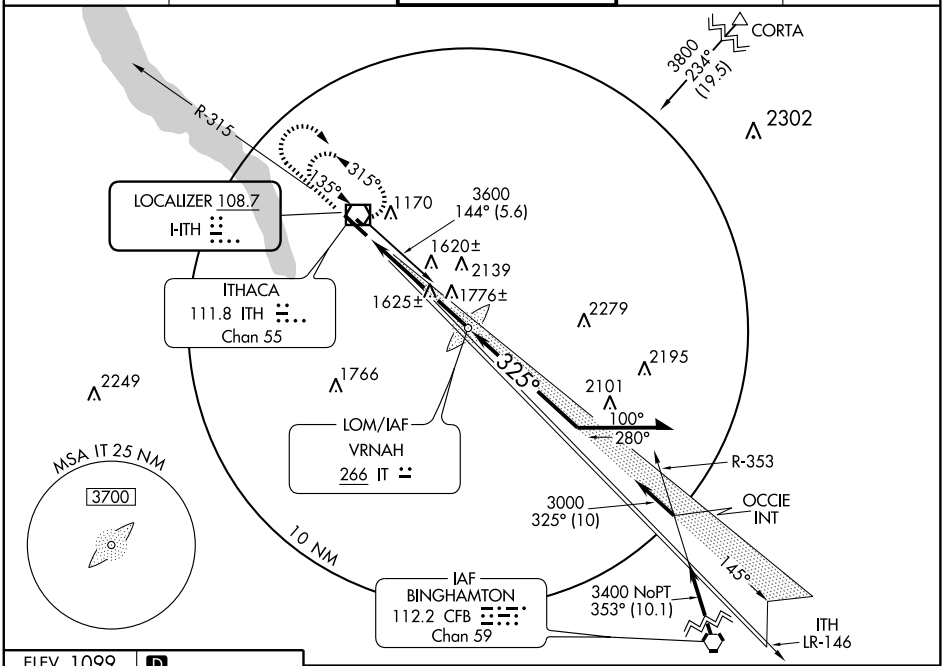
ITHACA TOMPKINS RGNL (ITH)

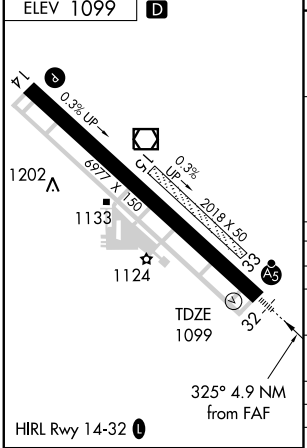
Inoperative table does not apply to S-ILS 32. When local altimeter setting not received, use Elmira altimeter setting.

MALSR

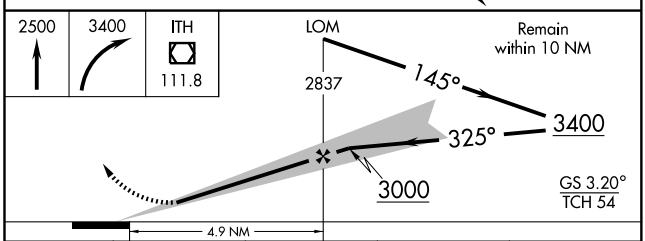
MISSED APPROACH: Climb to 2500 then climbing right turn to 3400 direct ITH VOR/DME and hold.

ATIS	ELMIRA APP CON ★	ITHACA TOWER ★	GND CON	UNICOM
125.175	124.3 257.8	119.6 (CTAF) L	121.8	122.95





FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 32	1349/40 250 (300-¾)			
S-LOC 32	2040/40 941 (1000-¾)		2040-2¼ 941 (1000-2¼)	2040-2½ 941 (1000-2½)
CIRCLING	2040-1¼ 941 (1000-1¼)		2040-2¾ 941 (1000-2¾)	2040-3 941 (1000-3)
	ELMIRA ALTIMETER SETTING MINIMUMS			
S-ILS 32	1433/40 334 (400-¾)			
S-LOC 32	2120/40 1021 (1100-¾)	2120/50 1021 (1100-1)	2120-2½ 1021 (1100-2½)	
CIRCLING	2120-1¼ 1021 (1100-1¼)	2120-1½ 1021 (1100-1½)	2120-3 1021 (1100-3)	

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME ITH	APP CRS	Rwy Idg	6601
111.8	133°	TDZE	1087
Chan 55		Apt Elev	1099

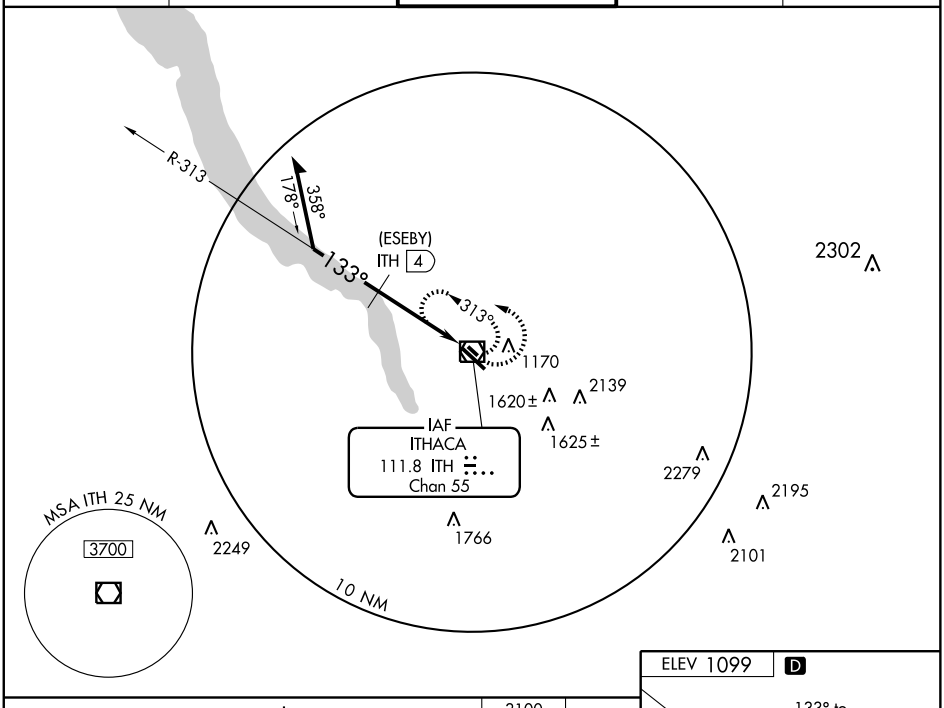
VOR or GPS RWY 14

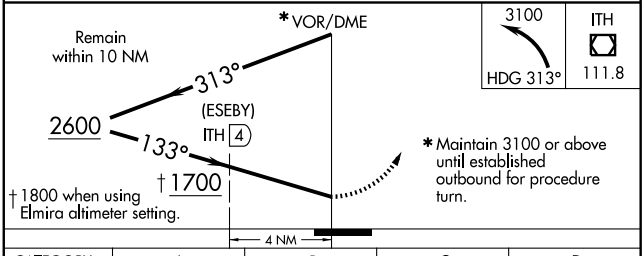
ITHACA TOMPKINS RGNL (ITH)

When control tower closed, except for operators with approved weather reporting service, use Elmira altimeter setting and increase all MDAs 100 feet and visibility Cat C and D ¼ mile.

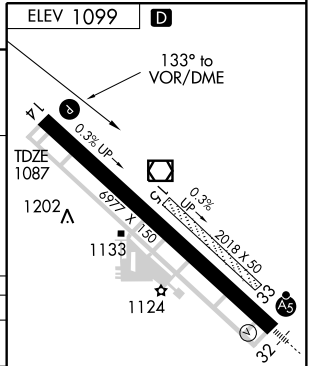
MISSED APPROACH: Climbing left turn to 3100 via heading 313° then direct ITH VOR/DME and hold.

ATIS	ELMIRA APP CON ★	ITHACA TOWER ★	GND CON	UNICOM
125.175	124.3 257.8	119.6 (CTAF) L	121.8	122.95





CATEGORY	A	B	C	D
S-14	1700-1 613 (700-1)		1700-1¾ 613 (700-1¾)	1700-2 613 (700-2)
CIRCLING	1700-1 601 (700-1)		1700-1¾ 601 (700-1¾)	1820-2¼ 721 (800-2¼)
DME MINIMUMS				
S-14	1460-1 373 (400-1)			1460-1¼ 373 (400-1¼)
CIRCLING	1520-1 421 (500-1)	1560-1 461 (500-1)	1600-1½ 501 (600-1½)	1820-2¼ 721 (800-2¼)



HIRL Rwy 14-32 L

NE-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME ITH	APP CRS	Rwy Idg	6601
111.8	329°	TDZE	1099
Chan 55		Apt Elev	1099

VOR or GPS RWY 32

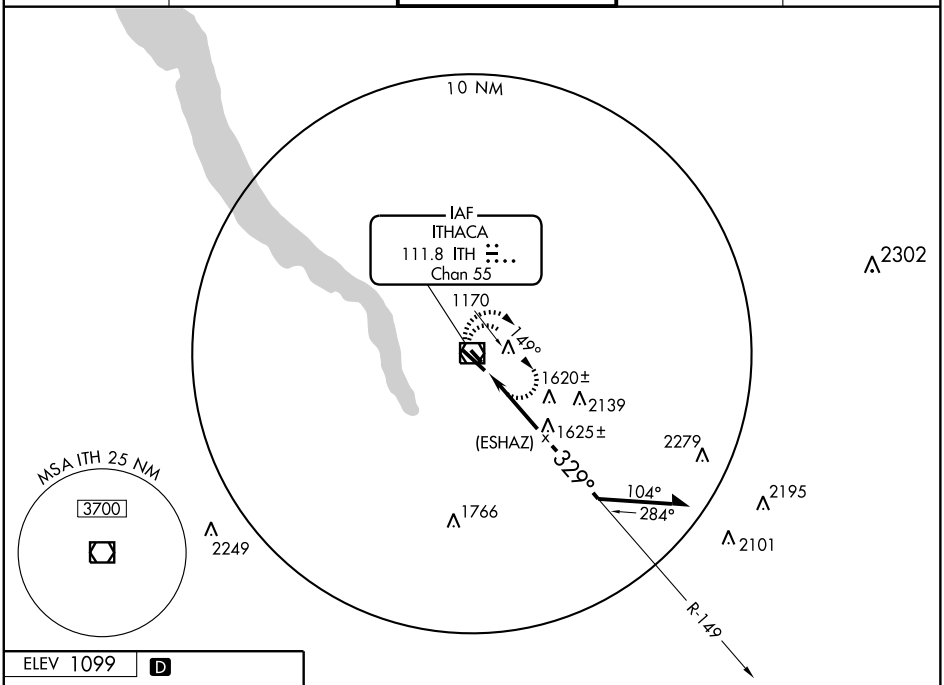
ITHACA TOMPKINS RGNL(ITH)

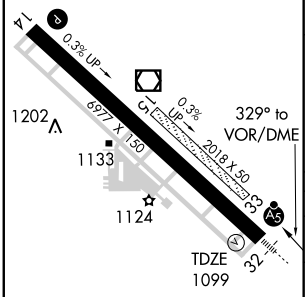
When control tower closed, except for operators with weather reporting service, use Elmira altimeter setting. Inoperative table does not apply to Cats A and B.

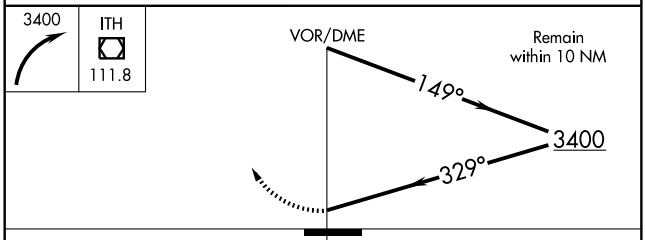
MALSR

MISSED APPROACH: Climbing right turn to 3400 in ITH VOR/DME holding pattern.

ATIS	ELMIRA APP CON ★	ITHACA TOWER ★	GND CON	UNICOM
125.175	124.3 257.8	119.6 (CTAF) L	121.8	122.95







CATEGORY	A	B	C	D
S-32	2500/60 1401 (1500-1¼)	2500-1½ 1401 (1500-1½)	2500-2½	1401 (1500-2½)
CIRCLING	2500-1¼ 1401 (1500-1¼)	2500-1½ 1401 (1500-1½)	2500-3	1401 (1500-3)
ELMIRA ALTIMETER SETTING MINIMUMS				
S-32	2580/60 1481 (1500-1¼)	2580-1½ 1481 (1500-1½)	2580-2½	1481 (1500-2½)
CIRCLING	2580-1¼ 1481 (1500-1¼)	2580-1½ 1481 (1500-1½)	2580-3	1481 (1500-3)

HIRL Rwy 14-32 L

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-JHW	APP CRS	Rwy Idg	5299
109.7	249°	TDZE	1721
Chan 34		Apt Elev	1723

ILS or LOC RWY 25

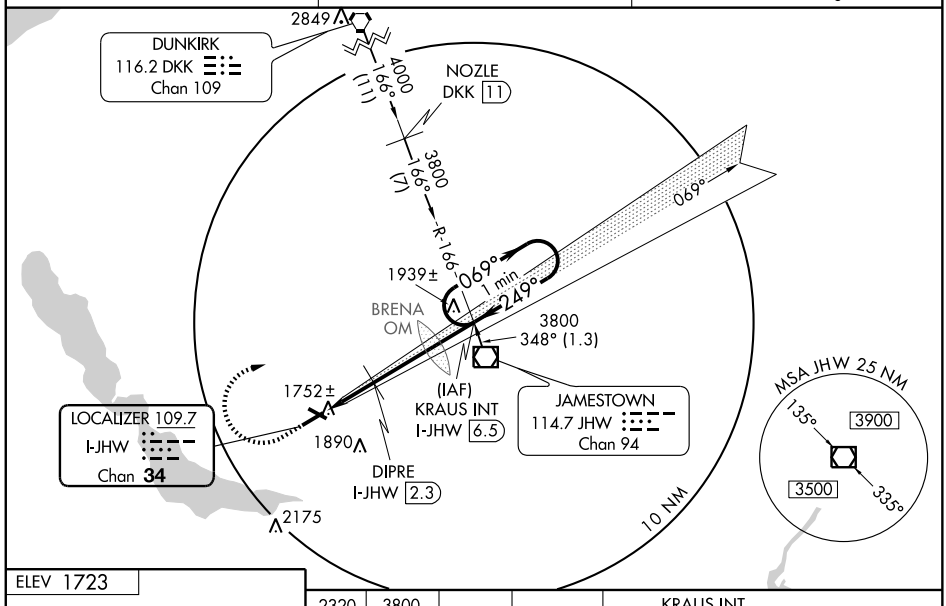
JAMESTOWN/CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

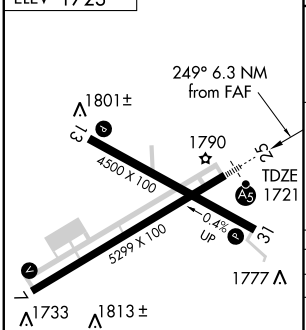
When local altimeter setting not received, use Dunkirk altimeter setting and increase S-ILS 25 DA to 2113 and all MDA 200 feet; increase S-ILS 25 all Cats visibility ½ mile; increase S-LOC 25 Cats C and D, Circling Cats C and D, DIPRE FIX minimums S-LOC 25 Cats C and D, and DIPRE FIX minimums Circling Cats C and D visibility ½ mile. For inoperative MALSR when using Dunkirk altimeter setting, increase S-ILS 25 all Cats visibility ½ mile. VDP NA when using Dunkirk altimeter setting.

MALSR

MISSED APPROACH: Climb to 2320 then climbing right turn to 3800 via heading 125° and I-JHW NE course to KRAUS INT/I-JHW 6.5 DME and hold.

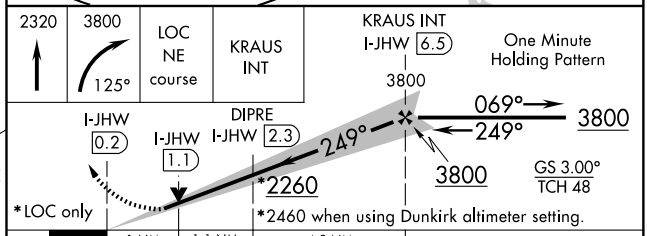
AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L





REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-ILS 25	1921-½ 200 (200-½)			
S-LOC 25	2260-½ 539 (600-½)		2260-1 539 (600-1)	2260-1¼ 539 (600-1¼)
CIRCLING	2260-1 537 (600-1)		2260-1½ 537 (600-1½)	2280-2 557 (600-2)
DIPRE FIX MINIMUMS				
S-LOC 25	2080-½ 359 (400-½)			2080-¾ 359 (400-¾)
CIRCLING	2180-1 457 (500-1)		2240-1½ 517 (600-1½)	2280-2 557 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5299
069°	TDZE	1722
	Apt Elev	1723

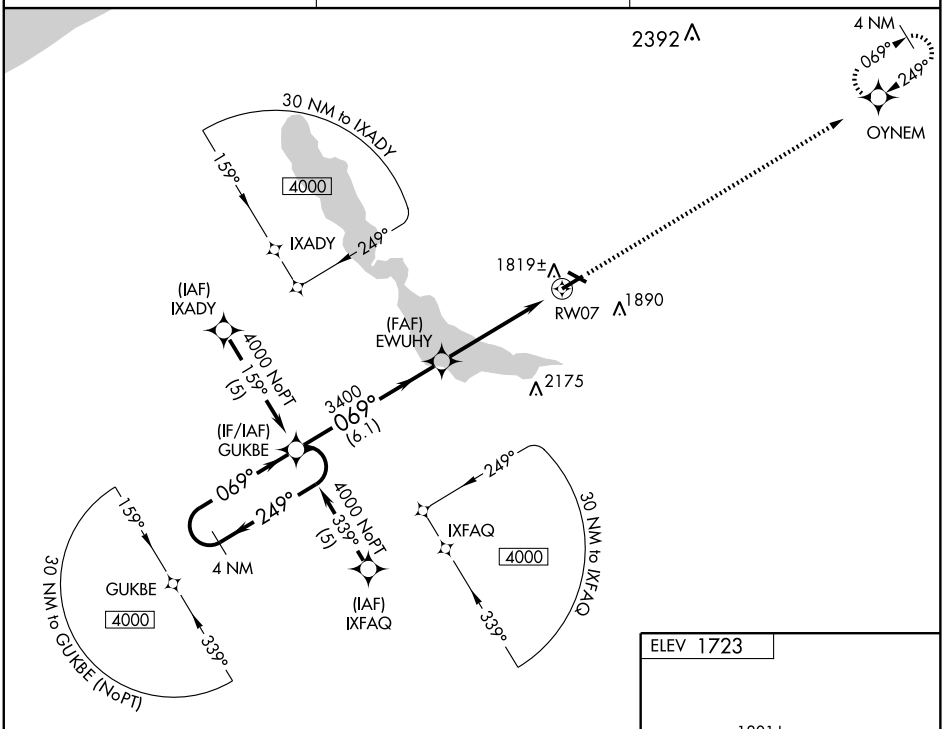
RNAV (GPS) RWY 7

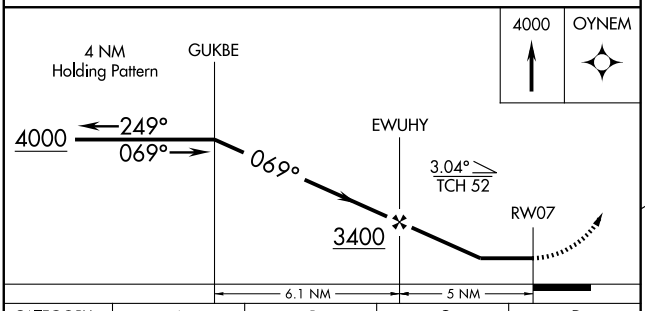
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

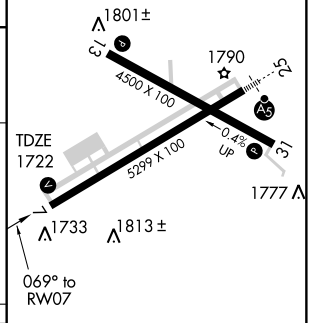
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dunkirk altimeter setting and increase all MDA 200 feet; increase LNAV Cats C and D and Circling Cats C and D visibility ½ mile.

MISSED APPROACH: Climb to 4000 direct OYNEM and hold.

AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2120-1 398 (400-1)			2120-1¼ 398 (400-1¼)
CIRCLING	2180-1 457 (500-1)		2240-1½ 517 (600-1½)	2280-2 557 (600-2)

REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS		
129°	Rwy Idg	4500
	TDZE	1723
	Apt Elev	1723

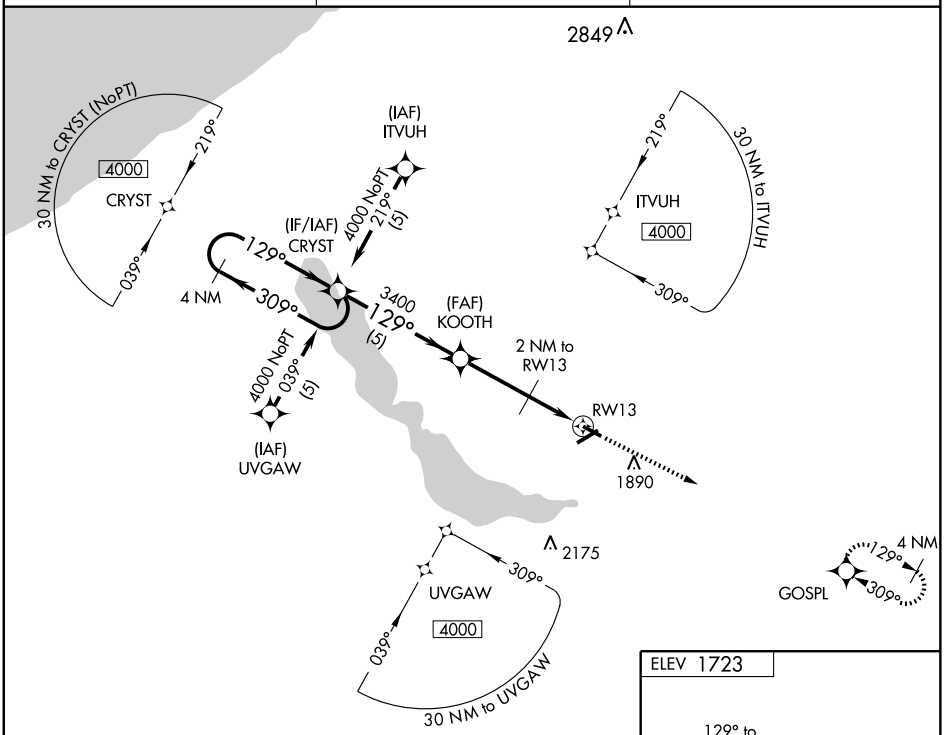
RNAV (GPS) RWY 13

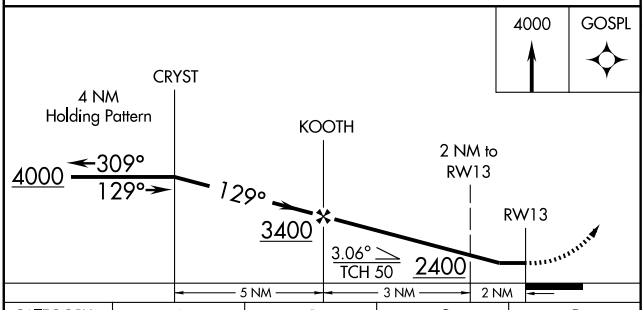
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

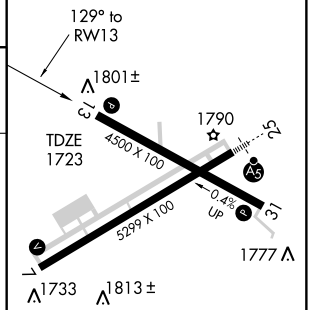
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct GOSPL WP and hold.

AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2140-1 417 (500-1)		2140-1¼ 417 (500-1¼)	
CIRCLING	2180-1 457 (500-1)		2240-1½ 517 (600-1½)	2280-2 557 (600-2)

REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 62910 W25A	APP CRS 249°	Rwy Idg 5299 TDZE 1721 Apt Elev 1723

RNAV (GPS) RWY 25

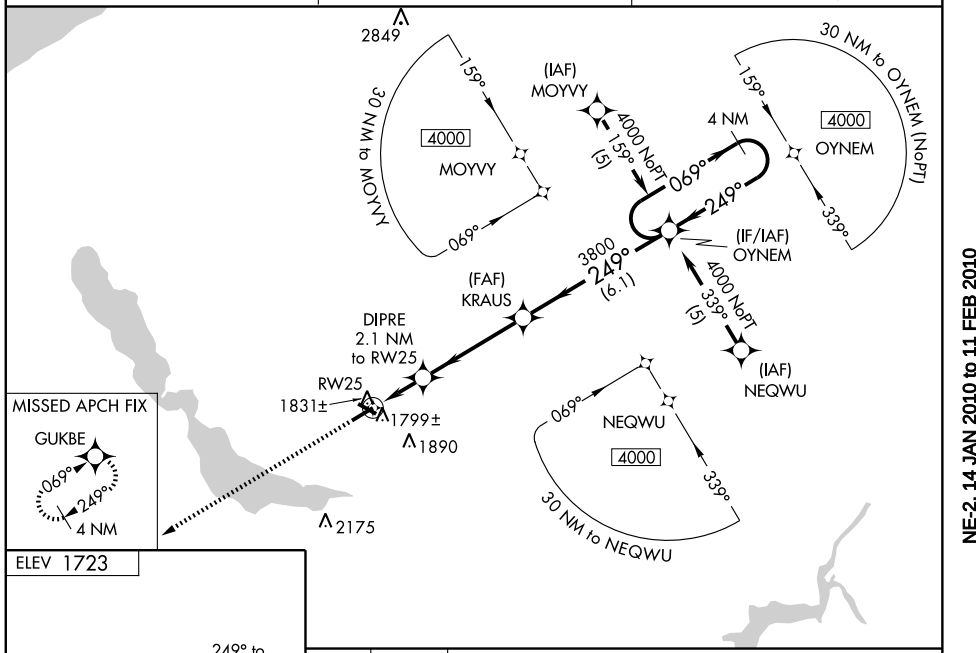
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dunkirk altimeter setting and increase LPV DA to 2113, LNAV/VNAV DA to 2246, and all MDA 200 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C, and Circling Cats C and D visibility ½ mile; increase LNAV Cat D visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Dunkirk altimeter setting, increase LPV all Cats visibility to 1½ mile. Baro-VNAV and VDP NA when using Dunkirk altimeter setting.

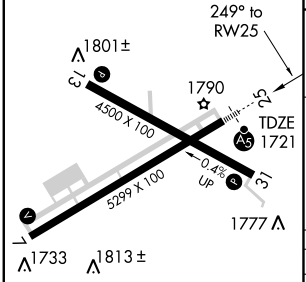
MALSR

MISSED APPROACH: Climb to 4000 direct GUKBE and hold.

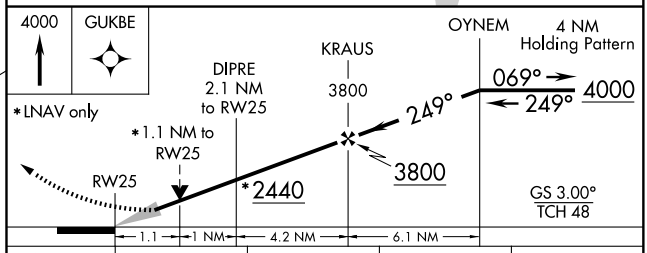
AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L



ELEV 1723



REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L



CATEGORY	A	B	C	D
LPV DA	1921-½ 200 (200-½)			
LNAV/VNAV DA	2054-¾ 333 (400-¾)			
LNAV MDA	2100-½ 379 (400-½)			2100-1 379 (400-1)
CIRCLING	2180-1 457 (500-1)		2240-1½ 517 (600-1½)	2280-2 557 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4500
309°	TDZE	1715
	Apt Elev	1723

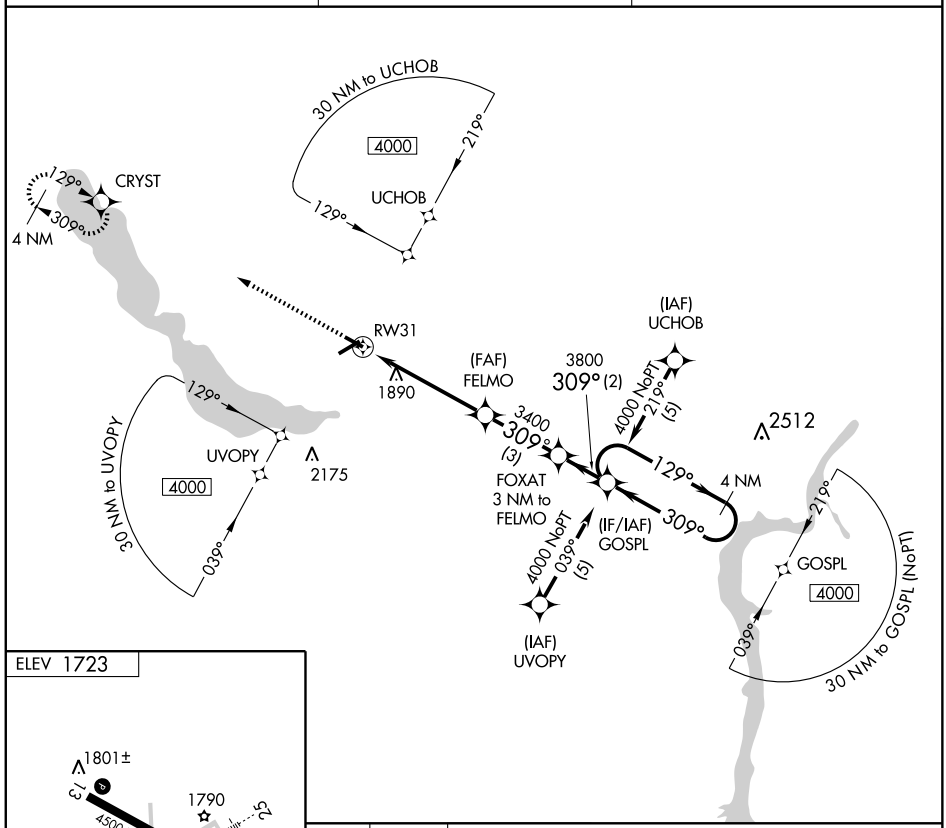
RNAV (GPS) RWY 31

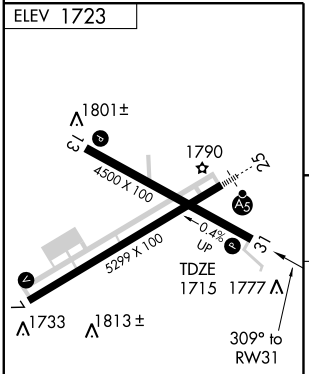
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

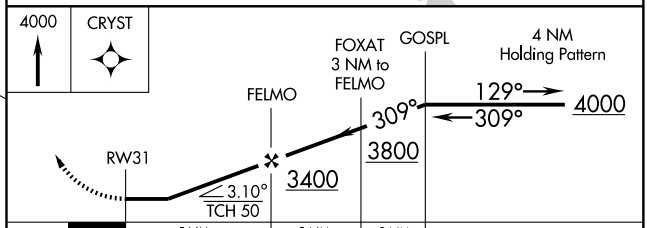
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct CRYST WP and hold.

AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2200-1	485 (500-1)	2200-1¼ 485 (500-1¼)	2200-1½ 485 (500-1½)
CIRCLING	2200-1	477 (500-1)	2240-1½ 517 (600-1½)	2280-2 557 (600-2)

REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L

NE-2, 14 JAN 2010 to 11 FEB 2010

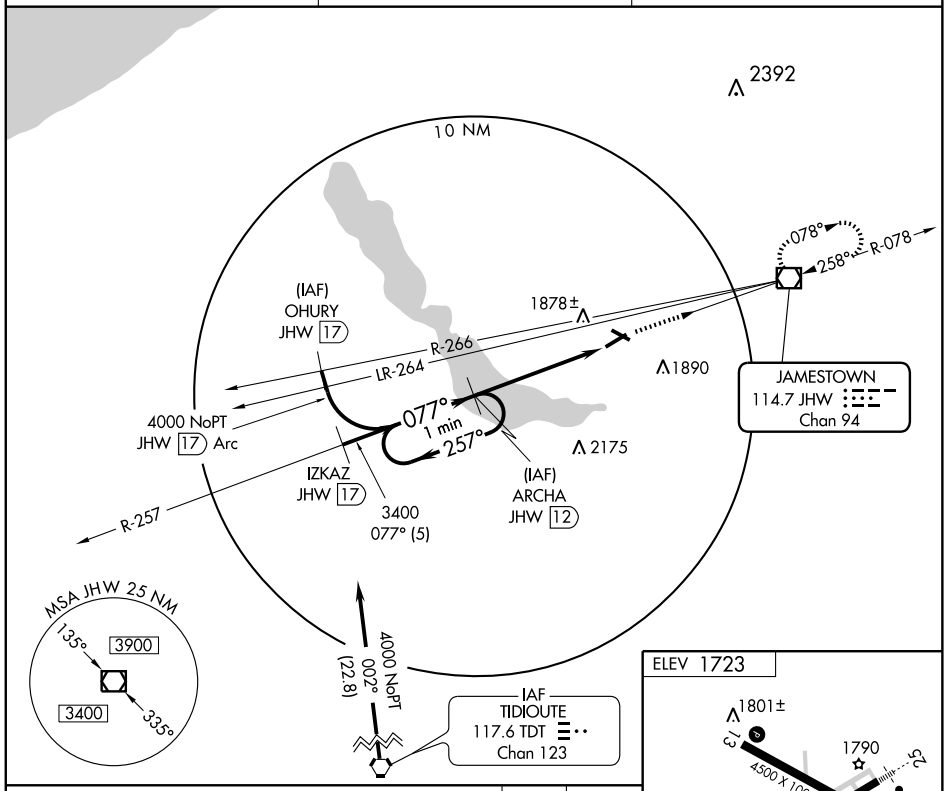
VOR/DME JHW	APP CRS	Rwy Idg	5299
114.7	077°	TDZE	1722
Chan 94		Apt Elev	1723

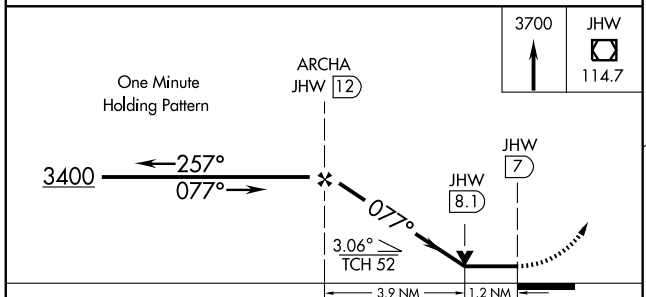
VOR/DME RWY 7

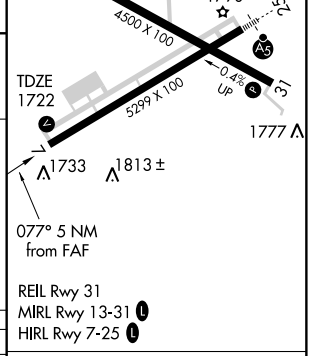
JAMESTOWN / CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

MISSED APPROACH: Climb to 3700 direct JHW VOR/DME and hold.

AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-7	2140-1	418 (500-1)	2140-1¼	418 (500-1¼)
CIRCLING	2180-1	457 (500-1)	2240-1½ 517 (600-1½)	2280-2 557 (600-2)

Knots	60	90	120	150	180
Min:Sec					

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME JHW	APP CRS	Rwy Idg	5299
114.7	258°	TDZE	1721
Chan 94		Apt Elev	1723

VOR RWY 25

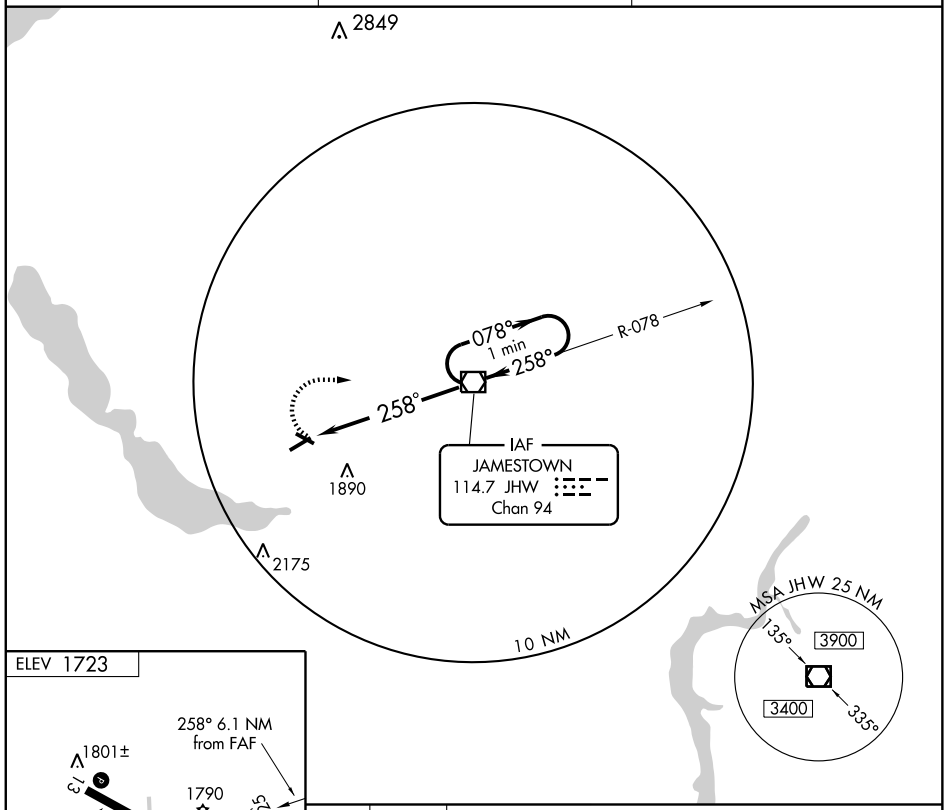
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

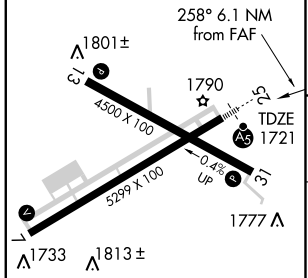
T Inoperative table does not apply.

MALSR

MISSED APPROACH: Climbing right turn to 3700 direct JHW VOR/DME and hold.

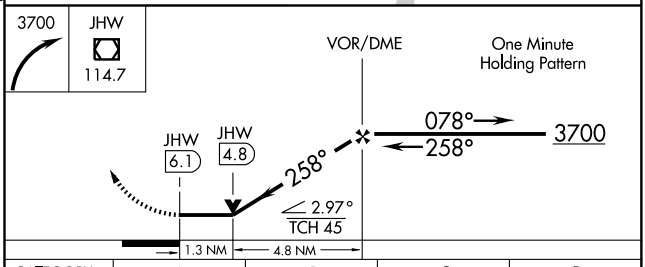
AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L





REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02



CATEGORY	A	B	C	D
S-25	2180-1	459 (500-1)	2180-1¼ 459 (500-1¼)	2180-1½ 459 (500-1½)
CIRCLING	2180-1	457 (500-1)	2240-1½ 517 (600-1½)	2280-2 557 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
103°	TDZE	881
	Apt Elev	881

GPS RWY 10

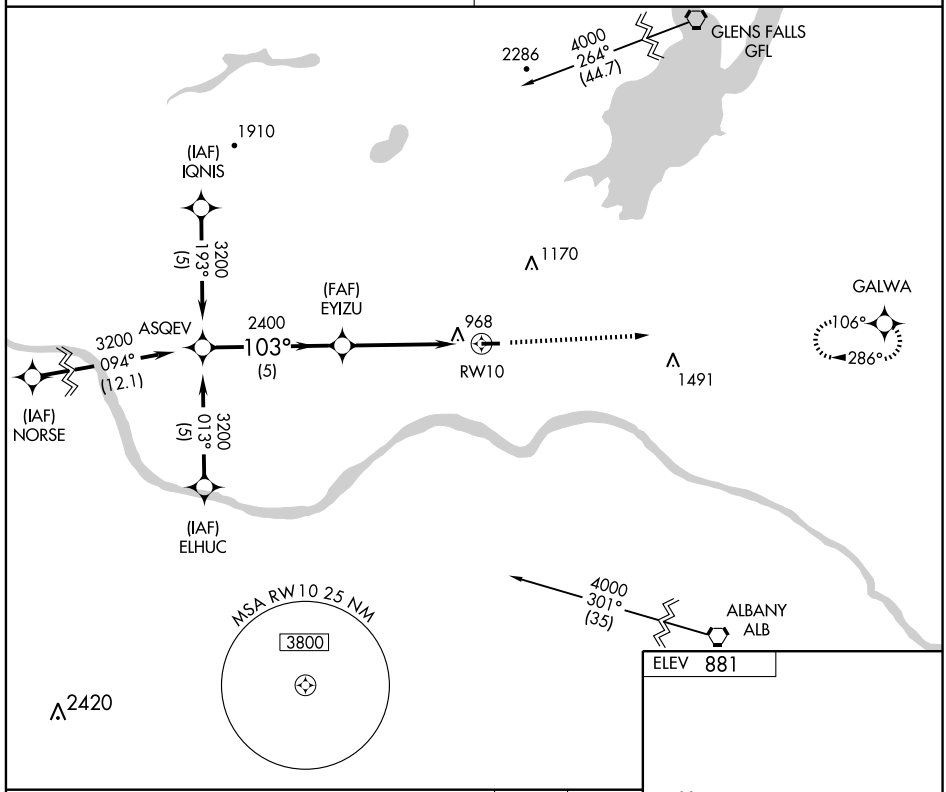
JOHNSTOWN/ FULTON COUNTY (NYØ)

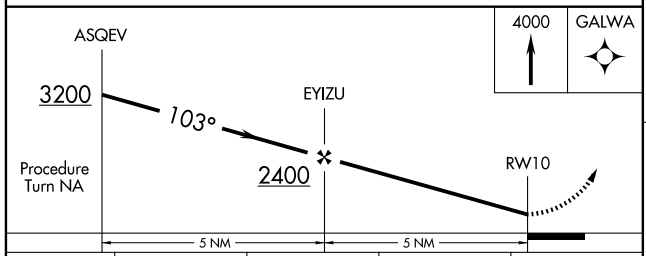
Use Schenectady County altimeter setting; when not received, use Albany Intl altimeter setting.

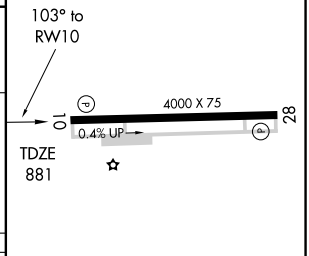
NA

MISSED APPROACH: Climb to 4000 direct GALWA WP and hold.

ALBANY APP CON	UNICOM
118.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-10	1440-1	559 (600-1)	NA	
CIRCLING	1440-1	559 (600-1)	NA	
ALBANY INTL ALTIMETER SETTING MINIMUMS				
S-10	1480-1	599 (600-1)	NA	
CIRCLING	1480-1	599 (600-1)	NA	

MIRL Rwy 10-28 L

REIL Rwys 10 and 28

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
283°	TDZE	881
	Apt Elev	881

GPS RWY 28

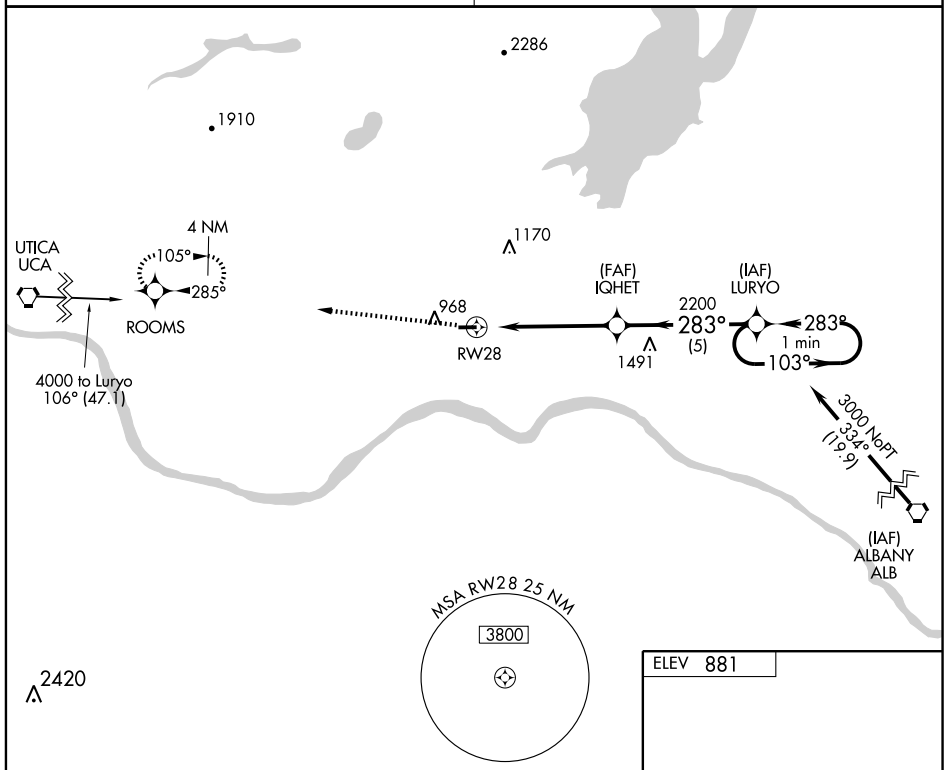
JOHNSTOWN/ FULTON COUNTY (NYØ)

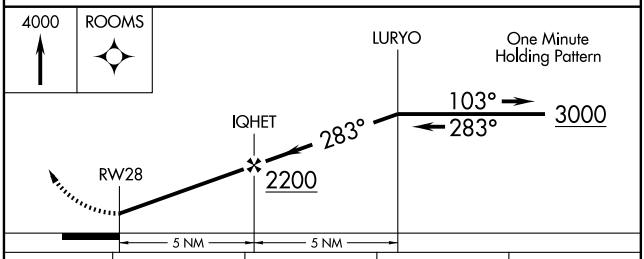
Use Schenectady County altimeter setting; when not received, use Albany Intl altimeter setting.

NA

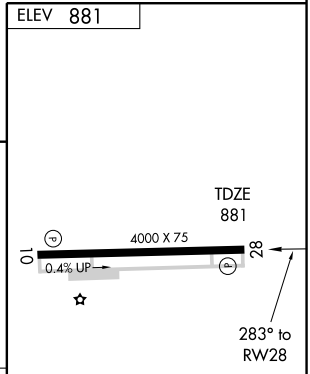
MISSED APPROACH: Climb to 4000 direct ROOMS WP and hold.

ALBANY APP CON	UNICOM
118.05	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-28	1480-1	599 (600-1)	NA	
CIRCLING	1480-1	599 (600-1)	NA	
ALBANY INTL ALTIMETER SETTING MINIMUMS				
S-28	1500-1	619 (700-1)	NA	
CIRCLING	1500-1	619 (700-1)	NA	



MIRL Rwy 10-28 L
REIL Rwys 10 and 28

NE-2, 14 JAN 2010 to 11 FEB 2010

NDB JJH 523	APP CRS 084°	Rwy Idg 4000 TDZE 881 Apt Elev 881

NDB RWY 10

JOHNSTOWN/ FULTON COUNTY (NYØ)

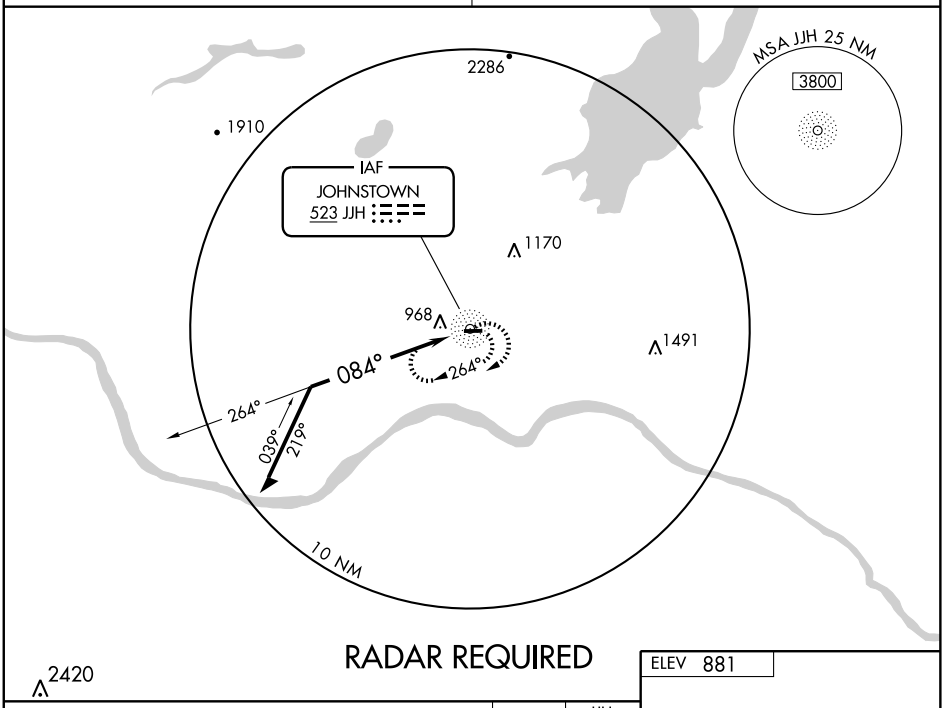
Use Schenectady County altimeter setting; when not received, use Albany Intl altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 3000 in JJH NDB holding pattern.

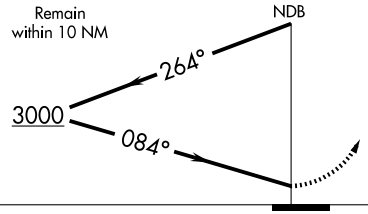
ALBANY APP CON
118.05

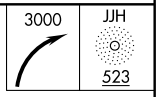
UNICOM
122.7 (CTAF) L

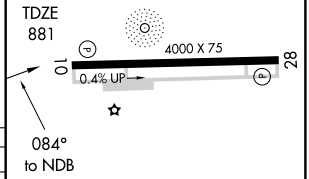


RADAR REQUIRED

2420







CATEGORY	A	B	C	D
S-10	1900-1¼ 1019 (1100-1¼)	1900-1½ 1019 (1100-1½)	NA	
CIRCLING	1900-1¼ 1019 (1100-1¼)	1900-1½ 1019 (1100-1½)	NA	
ALBANY INTL ALTIMETER SETTING MINIMUMS				
S-10	1940-1¼ 1059 (1100-1¼)	1940-1½ 1059 (1100-1½)	NA	
CIRCLING	1940-1¼ 1059 (1100-1¼)	1940-1½ 1059 (1100-1½)	NA	

MIRL Rwy 10-28 L
REIL Rwys 10 and 28

NE-2. 14 JAN 2010 to 11 FEB 2010

NDB JJH 523	APP CRS 292°	Rwy Idg 4000 TDZE 881 Apt Elev 881

NDB RWY 28

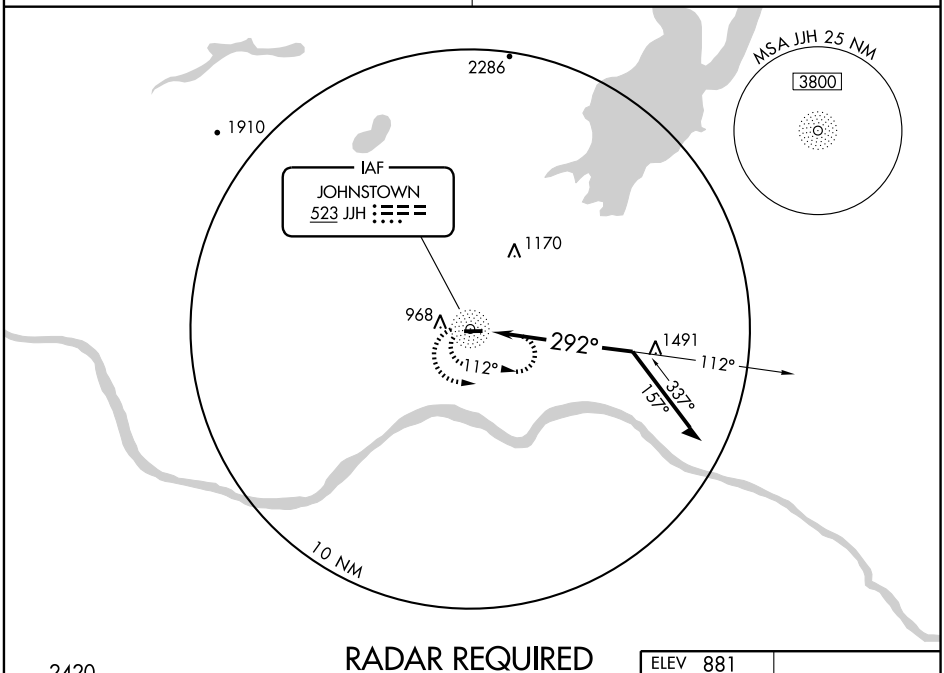
JOHNSTOWN/ FULTON COUNTY (NYØ)

Use Schenectady County altimeter setting; when not received, use Albany Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 in JJH NDB holding pattern.

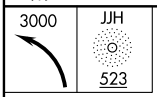
ALBANY APP CON
118.05

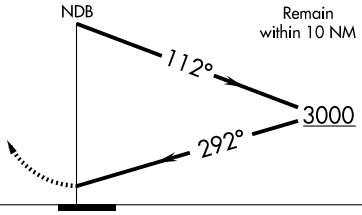
UNICOM
122.7 (CTAF) L

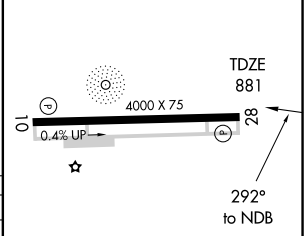


RADAR REQUIRED

2420







CATEGORY	A	B	C	D
S-28	2000-1¼ 1119 (1200-1¼)	2000-1½ 1119 (1200-1½)	NA	
CIRCLING	2000-1¼ 1119 (1200-1¼)	2000-1½ 1119 (1200-1½)	NA	
ALBANY INTL ALTIMETER SETTING MINIMUMS				
S-28	2020-1¼ 1139 (1200-1¼)	2020-1½ 1139 (1200-1½)	NA	
CIRCLING	2020-1¼ 1139 (1200-1¼)	2020-1½ 1139 (1200-1½)	NA	

MIRL Rwy 10-28 L
REIL Rwys 10 and 28

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME PWL 114.3 Chan 90	APP CRS 320°	Rwy Idg N/A TDZE N/A Apt Elev 149

VOR or GPS-A

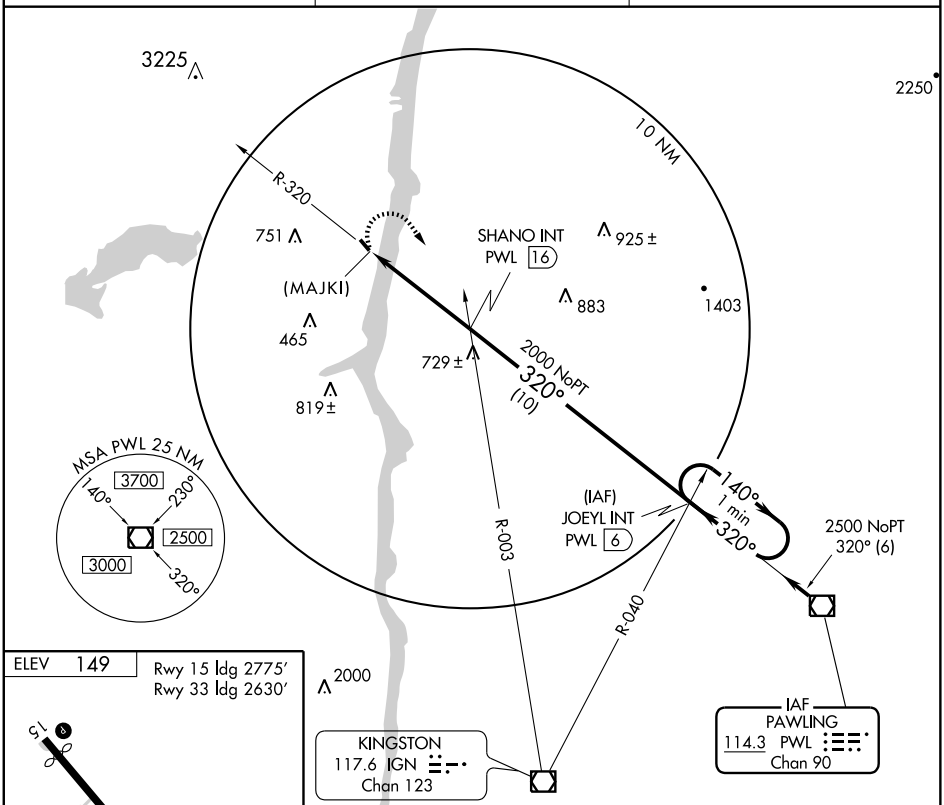
KINGSTON-ULSTER (2ØN)

Use Columbia County altimeter setting; if not received, use Newburgh/Stewart Intl altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 2500 via PWL R-320 to JOEYL Int/PWL 6 DME and hold.

NEW YORK APP CON	UNICOM	
132.75 363.1	122.8 (CTAF)	123.3 L



FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
CIRCLING	1500-1¼ 1351 (1400-1¼)	NA		

NE-2, 14 JAN 2010 to 11 FEB 2010

LAKE PLACID, NEW YORK AL-9371 (FAA)

RNAV (GPS) -A

LAKE PLACID (LKP)

APP CRS	Rwy Idg	N/A
306°	TDZE	N/A
	Apt Elev	1747

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Saranac Lake altimeter setting. Procedure NA at night.

NA

MISSED APPROACH: Climb to 5000 direct PUGRE WP and hold.

SARANAC LAKE ASOS	BOSTON CENTER	UNICOM
124.175	120.35 342.25	122.8 (CTAF) L

Procedure NA for arrival at SLK VOR/DME on V496 westbound, V203 northbound.

SARANAC LAKE SLK

6900 to HEDUX 132° (27.6)

MSA RW32 25 NM 6600

Procedure NA for arrival at LEAFY on V489 northbound.

(IAF) LEAFY

6900 NoPT 221° (8.4)

RW32

FAPIM 3.1 NM to RW32

(FAF) CELVU

6100 306° (7.9)

126° 6 NM 306°

(IF/IAF) HEDUX

6900 NoPT 348° (6.7)

(IAF) KEMPE

Procedure NA for arrival at KEMPE on V489 southbound.

MISSED APCH FIX PUGRE 125° 305° 4 NM

ELEV 1747

14 4200 X 60 306° to RW32 32

5000 PUGRE

6 NM Holding Pattern

HEDUX CELVU FAPIM 3.1 NM to RW32 RW32 306° 126° 306° 6900 6100 4540 8.31° TCH 45

3.1 NM 4 NM 7.9 NM

CATEGORY	A	B	C	D
CIRCLING	3300-1¼ 1553 (1600-1¼)	3300-1½ 1553 (1600-1½)	NA	

REIL Rwy 14 and 32
MIRL Rwy 14-32 L

NE-2. 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 14

LAKE PLACID (LKP)

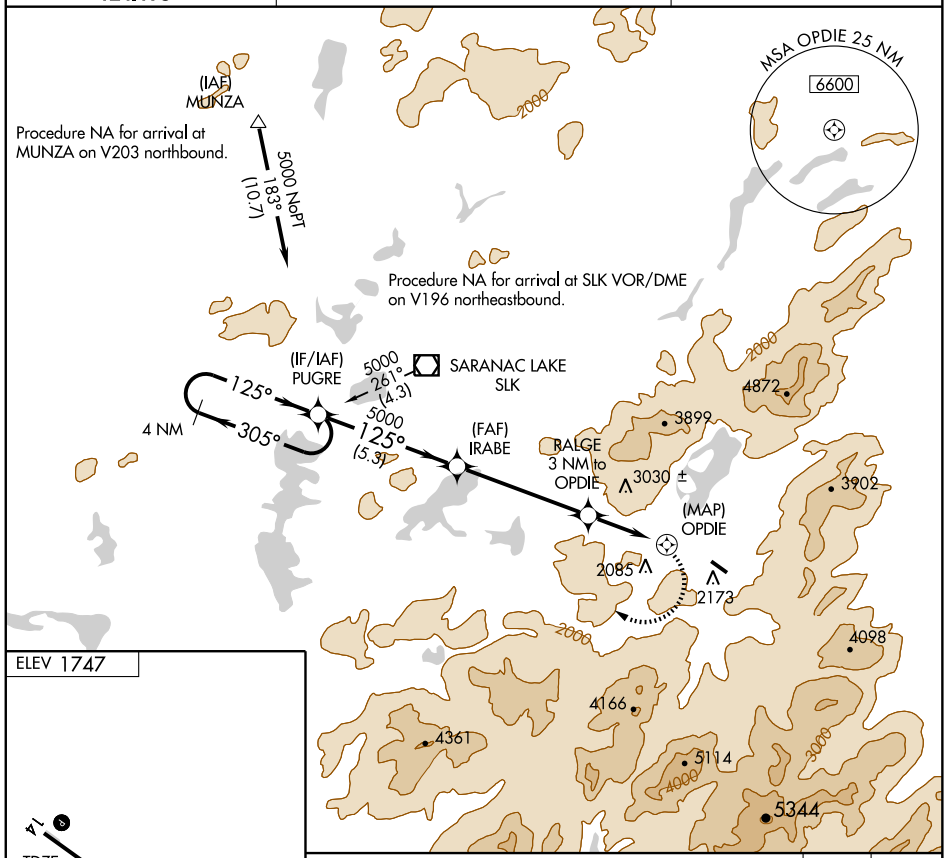
APP CRS	Rwy Idg	4200
125°	TDZE	1746
	Apt Elev	1747

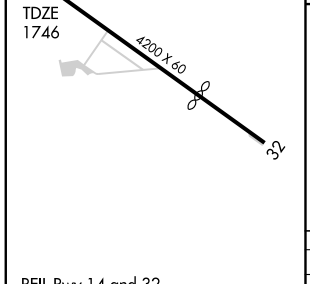
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Saranac Lake altimeter setting. Procedure NA at night.

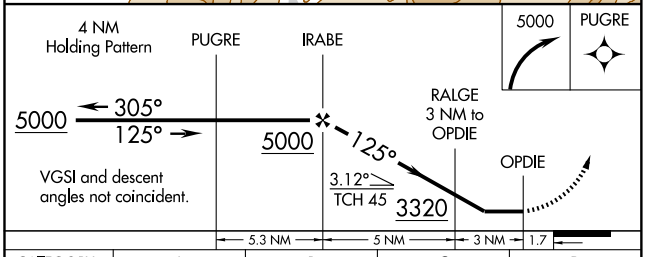
NA

MISSED APPROACH: Climbing right turn to 5000 direct PUGRE WP and hold.

SARANAC LAKE ASOS	BOSTON CENTER	UNICOM
124.175	120.35 342.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3140-2	1394 (1400-2)	NA	
CIRCLING	3140-2	1393 (1400-2)	NA	

REIL Rwy 14 and 32
MIRL Rwy 14-32 L

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME GEE	APP CRS	Rwy Idg	N/A
108.2	323°	TDZE	N/A
Chan 19		Apt Elev	785

VOR or GPS-A

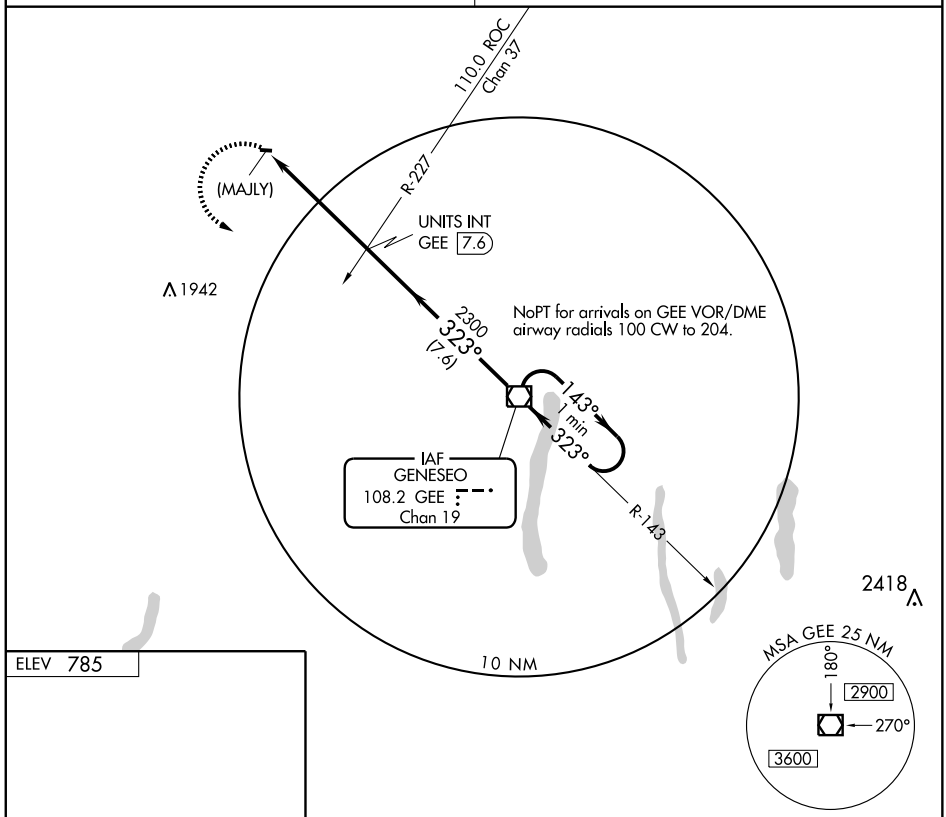
LE ROY (5G0)

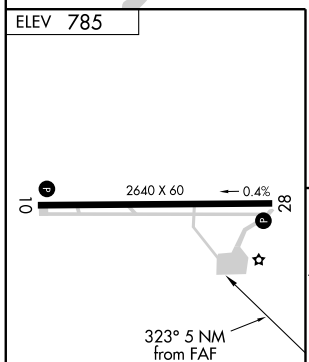
NA

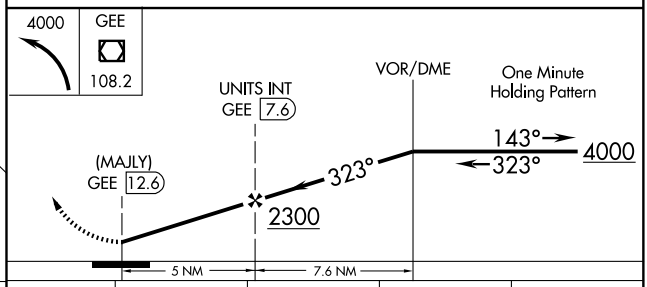
Use Rochester altimeter setting; when not available, procedure not authorized.

MISSED APPROACH: Climbing left turn to 4000 direct GEE VOR/DME and hold.

ROCHESTER APP CON	UNICOM
123.7 323.3	122.8 (CTAF) L







FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1400-1 615 (700-1)	NA		

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2475
282°	TDZE	588
	Apt Elev	588

RNAV (GPS) RWY 28

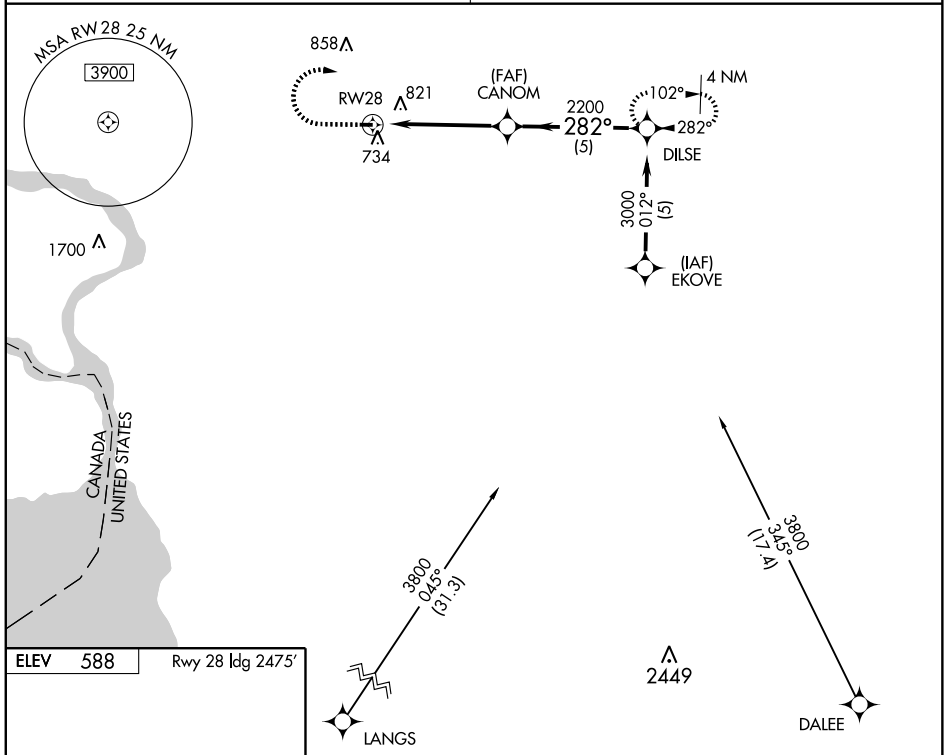
LOCKPORT / NORTH BUFFALO SUBURBAN (ØGØ)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA
Use Buffalo Niagra Intl altimeter setting.
Procedure not authorized at night.

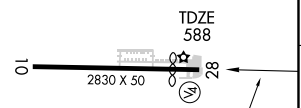
NA

MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct DILSE WP and hold.

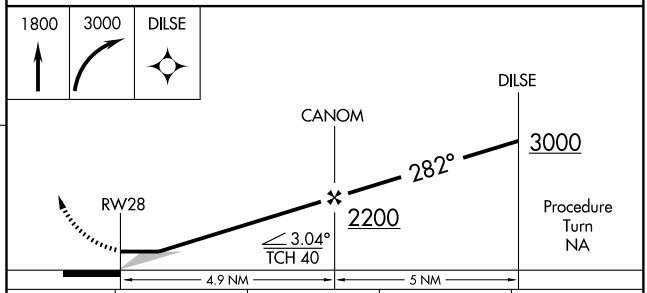
BUFFALO APP CON	UNICOM
126.5 317.6	123.0 (CTAF) L



ELEV 588 Rwy 28 ldg 2475'



MIRL Rwy 10-28 L



CATEGORY	A	B	C	D
LNAV MDA	1120-1	532 (600-1)	NA	
CIRCLING	1180-1	592 (600-1)	NA	

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
052°	TDZE	770
	Apt Elev	790

GPS RWY 5
MALONE-DUFORT (MAL)

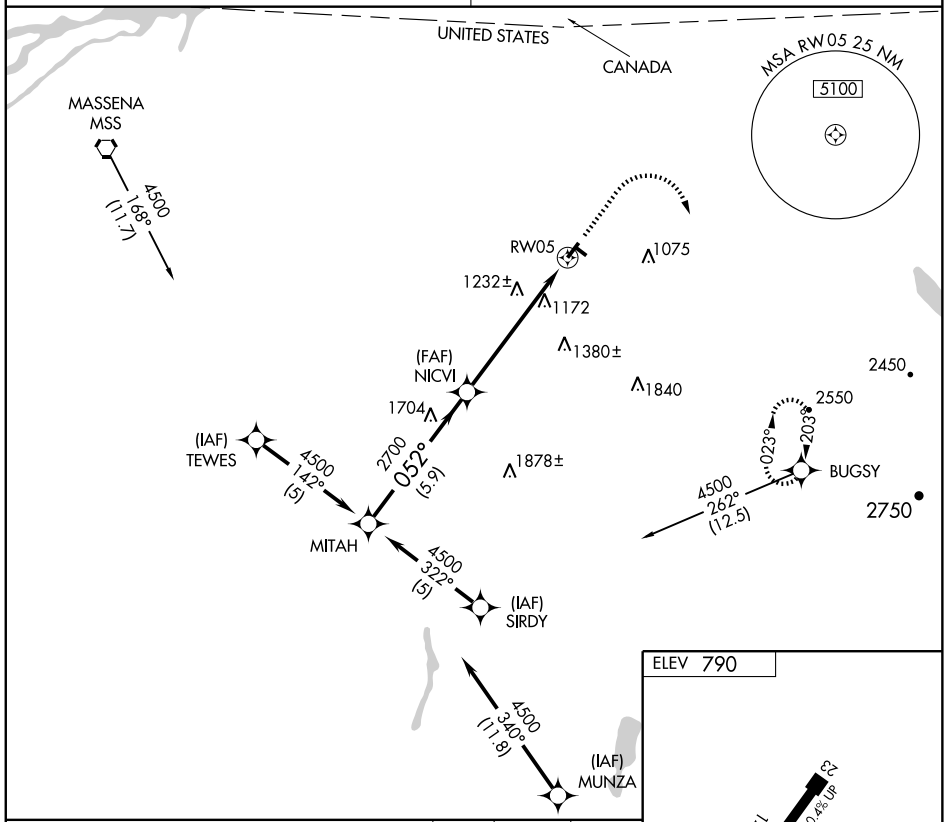
NA

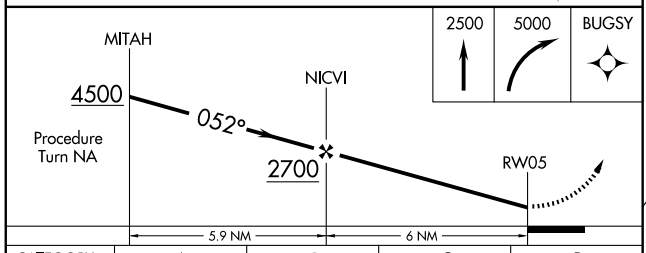
Use Massena Intl-Richards Field altimeter setting.

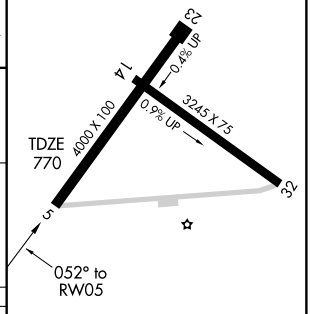
MISSED APPROACH: Climb to 2500 then climbing right turn to 5000 direct BUGSY WP and hold.

BOSTON CENTER
135.25 377.1

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-5	1680-1¼	910 (900-1¼)	1680-2¾ 910 (900-2¾)	NA
CIRCLING	1680-1¼	890 (900-1¼)	1680-2¾ 890 (900-2¾)	NA

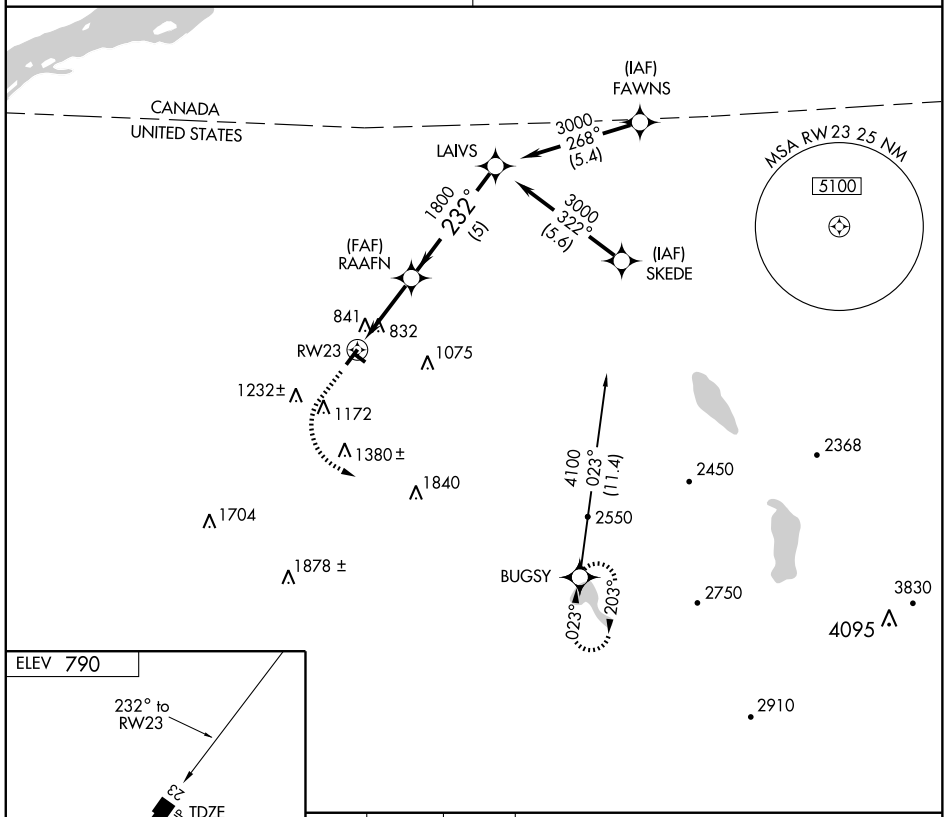
REIL Rwys 5 and 23
MIRL Rwy 5-23 and 14-32 L

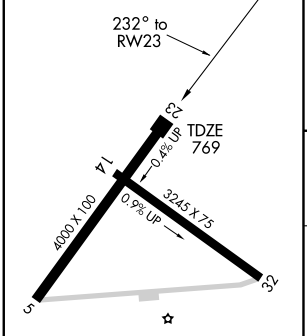
NE-2. 14 JAN 2010 to 11 FEB 2010

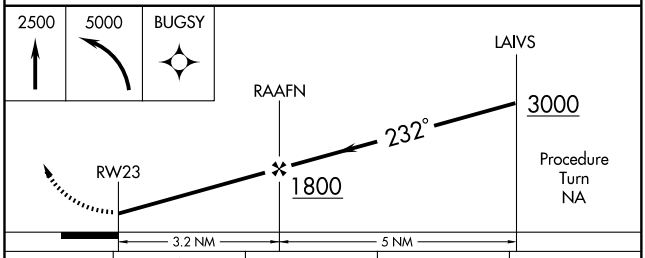
APP CRS	Rwy Idg	4000
232°	TDZE	769
	Apt Elev	790

GPS RWY 23
MALONE-DUFORT (MAL)

▼ NA	Use Massena Intl-Richards Field altimeter setting.
MISSED APPROACH: Climb to 2500 then climbing left turn to 5000 direct BUGSY WP and hold.	
BOSTON CENTER 135.25 377.1	UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
S-23	1280-1	511 (500-1)	1280-1½ 511 (500-1½)	NA
CIRCLING	1500-1 710 (800-1)	1520-1 730 (800-1)	1520-2 730 (800-2)	NA

REIL Rwys 5 and 23
MIRL Rwy 5-23 and 14-32 L

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-MSS	APP CRS	Rwy Idg	5600
108.7	045°	TDZE	205
		Apt Elev	215

ILS or LOC RWY 5

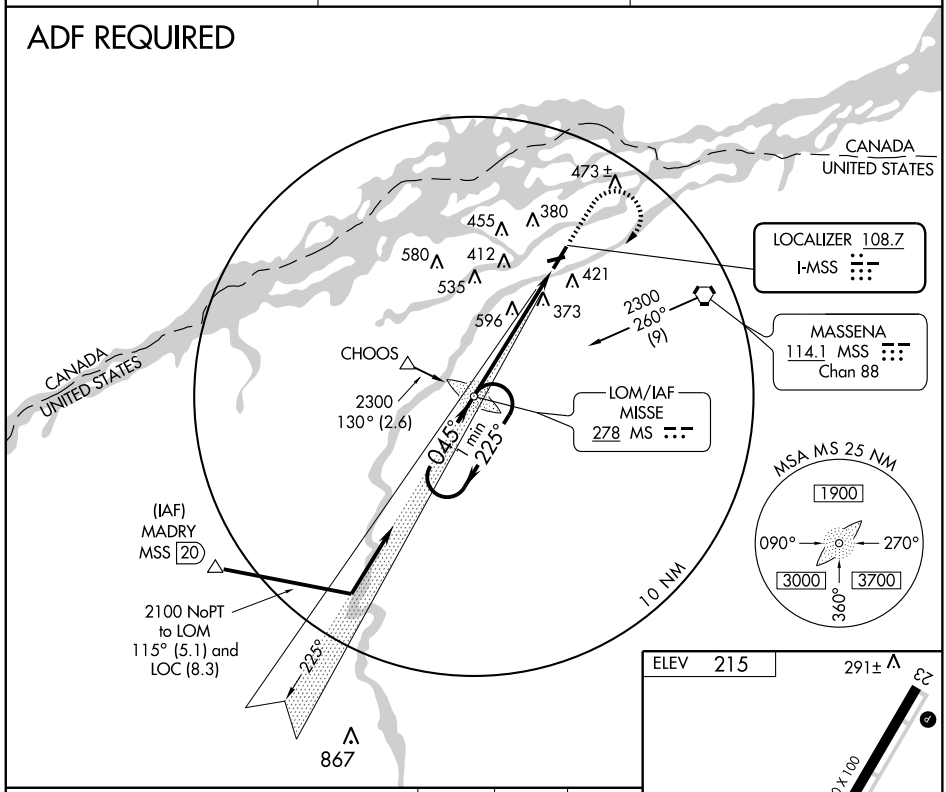
MASSENA INTL-RICHARDS FIELD (MSS)

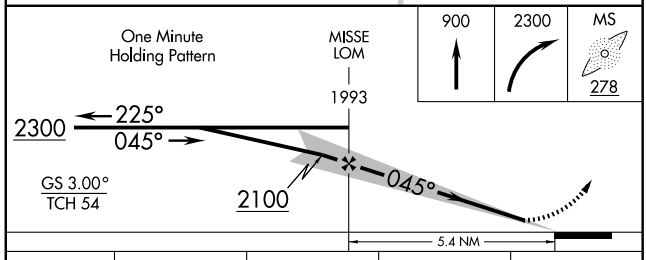
V A NA — Circling to Rwy 9-27 NA at night. Visibility reduction by helicopters NA. If local altimeter setting not received, use Ogdensburg altimeter setting: Increase DA to 332; increase all MDAS 100 feet.

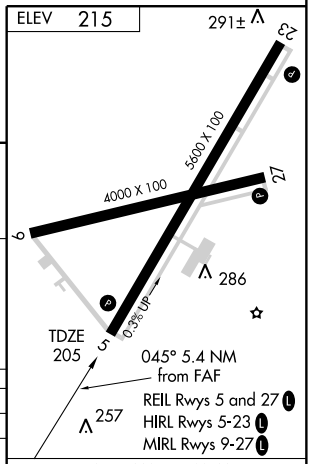
MISSED APPROACH: Climb to 900 then climbing right turn to 2300 direct MISSE LOM and hold, continue climb-in-hold to 2300.

ASOS	BOSTON CENTER	UNICOM
128.075	135.25 377.1	123.0 (CTAF) L

ADF REQUIRED







CATEGORY	A	B	C	D
S-ILS 5	455-1 250 (300-1)			
S-LOC 5	860-1 655 (700-1)		860-1¾ 655 (700-1¾)	860-2 655 (700-2)
CIRCLING	860-1 645 (700-1)		860-1¾ 645 (700-1¾)	900-2¼ 685 (700-2¼)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
075°	TDZE	205
	Apt Elev	215

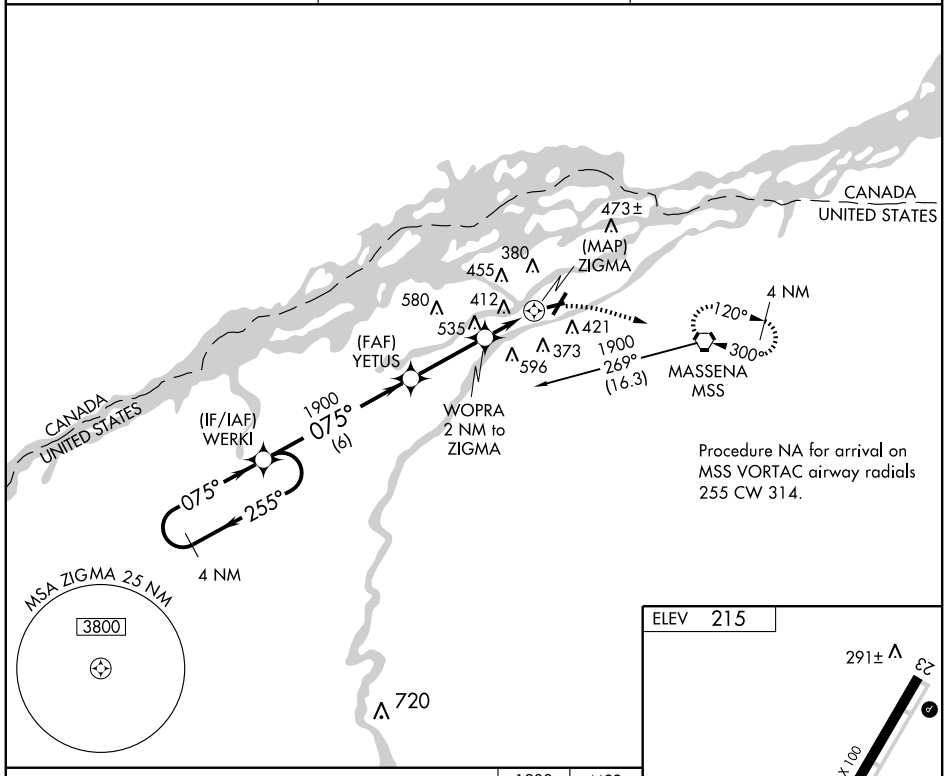
RNAV (GPS) RWY 9

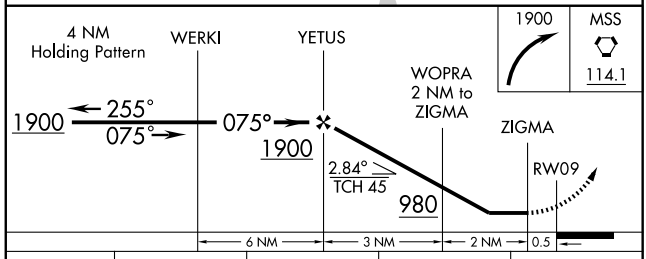
MASSENA INTL-RICHARDS FIELD (MSS)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Ogdensburg altimeter setting and increase all MDAs 100 feet.
Circling NA at night to Rwy 9-27.
Straight-in minimums NA at night.

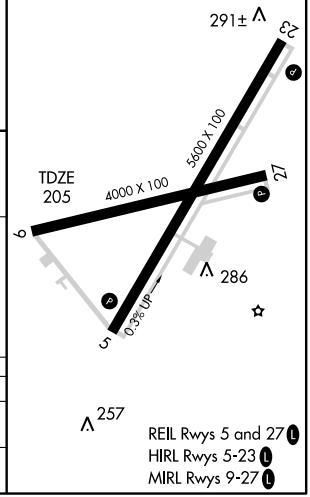
MISSED APPROACH: Climbing right turn to 1900 direct MSS VORTAC and hold.

ASOS	BOSTON CENTER	UNICOM
128.075	135.25 377.1	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	680-1 475 (500-1)		680-1¼ 475 (500-1¼)	680-1½ 475 (500-1½)
CIRCLING	740-1 525 (600-1)		740-1½ 525 (600-1½)	900-2¼ 685 (700-2¼)



REIL Rwys 5 and 27 L
HIRL Rwys 5-23 L
MIRL Rwys 9-27 L

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5600
225°	TDZE	215
	Apt Elev	215

RNAV (GPS) RWY 23

MASSENA INTL-RICHARDS FIELD (MSS)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Ogdensburg altimeter setting and increase all MDAs 100 feet.
Circling NA at night to Rwy 9-27.

MISSED APPROACH: Climb to 2300 direct DORIE and hold.

ASOS	BOSTON CENTER	UNICOM
128.075	135.25 377.1	123.0 (CTAF)

900

4 NM
225°
045°
(IF/IAF)
SALAS
1900
225°
(6)
(FAF)
NEKIC
473±
CANADA
UNITED STATES
380
382
455
ZATSI
2.1 NM
to RW23
2500
018°
(11.1)
580
412
RW23
535
421
596
373
MASSENA
MSS
CANADA
UNITED STATES

Procedure NA for arrival on MSS VORTAC airway radial 061.

MSA RW 23 25 NM
3800

ELEV 215
225° to RW23
291± TDZE 215
DORIE
045°
225°
4 NM
5600 X 100
4000 X 100
27
286
0.3% UP

2300
DORIE
SALAS
4 NM Holding Pattern
NEKIC
045°
225°
2500
225°
ZATSI
2.1 NM
to RW23
RW23
1900
960*
3.15°
TCH 36
2.1
2.9 NM
6 NM

* 1060 when using Ogdensburg altimeter setting.

257

REIL Rwys 5 and 27
HIRL Rwys 5-23
MIRL Rwys 9-27

CATEGORY	A	B	C	D
LNAV MDA	640-1	425 (500-1)	640-1¼	425 (500-1¼)
CIRCLING	740-1	525 (600-1)	740-1½	900-2¼
			525 (600-1½)	685 (700-2¼)

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
270°	TDZE	205
	Apt Elev	215

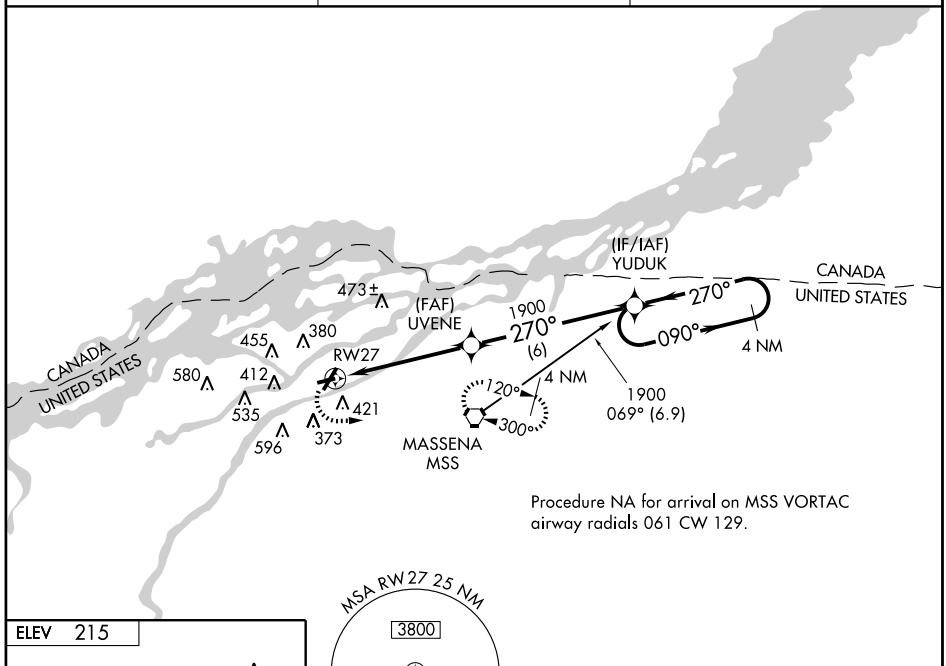
RNAV (GPS) RWY 27

MASSENA INTL-RICHARDS FIELD (MSS)

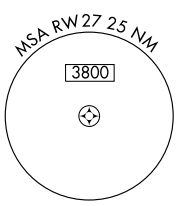
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Ogdensburg altimeter setting and increase all MDAs 100 feet.
Circling NA at night to Rwy 9-27.

MISSED APPROACH: Climbing left turn to 1900 direct MSS VORTAC and hold.

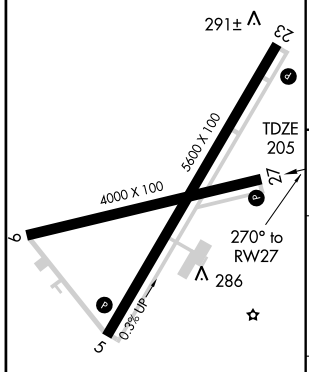
ASOS	BOSTON CENTER	UNICOM
128.075	135.25 377.1	123.0 (CTAF) L

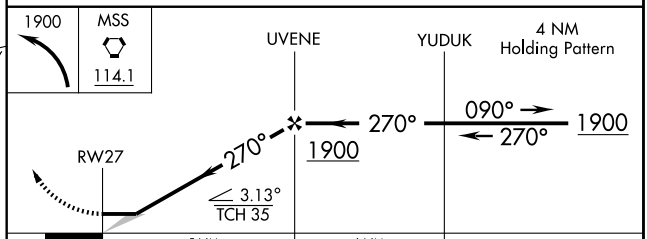


Procedure NA for arrival on MSS VORTAC airway radials 061 CW 129.



1878±





CATEGORY	A	B	C	D
LNAV MDA	680-1 475 (500-1)		680-1¼ 475 (500-1¼)	680-1½ 475 (500-1½)
CIRCLING	740-1 525 (600-1)		740-1½ 525 (600-1½)	900-2¼ 685 (700-2¼)

257

REIL Rwys 5 and 27 L
HIRL Rwys 5-23 L
MIRL Rwys 9-27 L

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5600
045°	TDZE	205
	Apt Elev	215

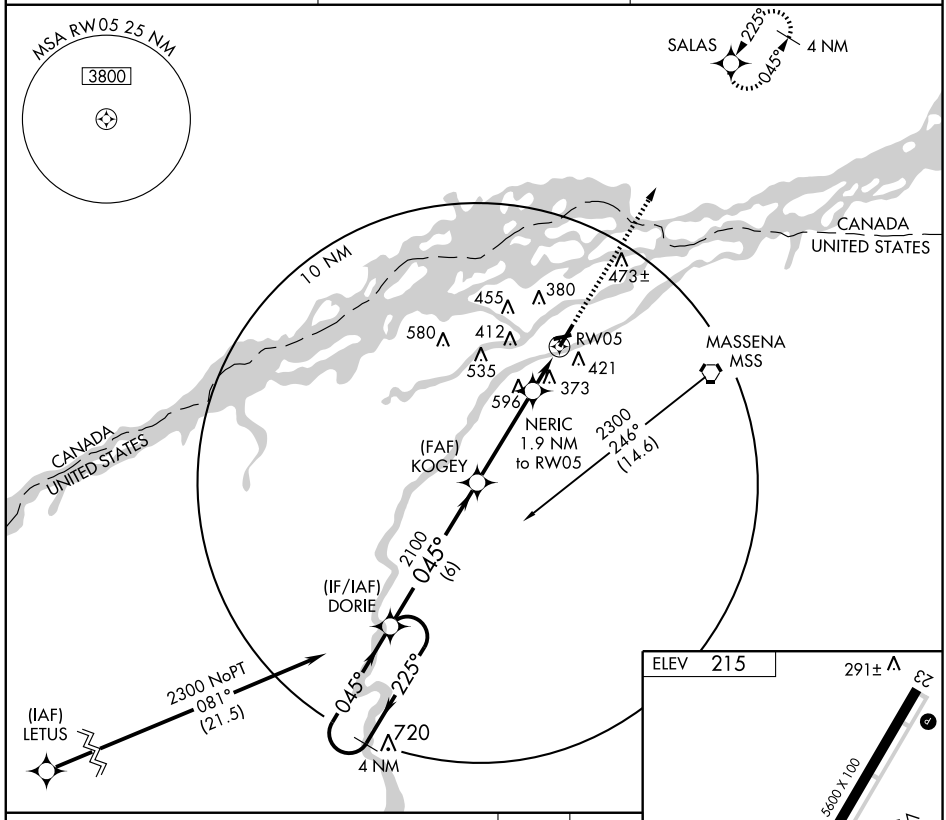
RNAV (GPS) Y RWY 5

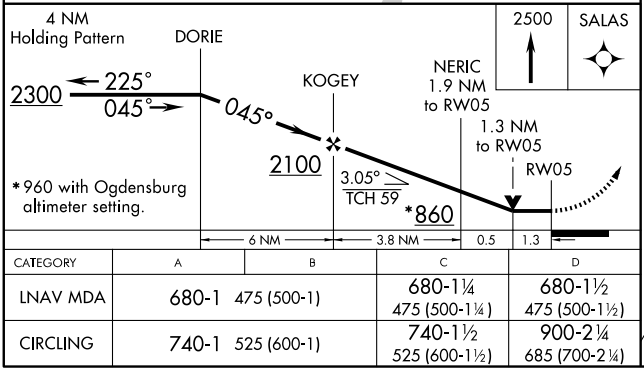
MASSENA INTL-RICHARDS FIELD (MSS)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
VDP and descent angle NA when using Ogdensburg altimeter setting.
If local altimeter setting not received, use Ogdensburg altimeter setting and increase all MDAs 100 feet. Circling NA at night to Rwy 9-27.

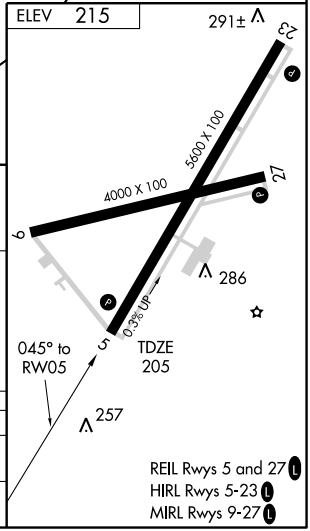
MISSED APPROACH: Climb to 2500 direct SALAS and hold.

ASOS	BOSTON CENTER	UNICOM
128.075	135.25 377.1	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	680-1 475 (500-1)		680-1¼ 475 (500-1¼)	680-1½ 475 (500-1½)
CIRCLING	740-1 525 (600-1)		740-1½ 525 (600-1½)	900-2¼ 685 (700-2¼)



NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS Chan **70303** **W05A**	APP CRS **045°**	Rwy Idg **5600** TDZE **205** Apt Elev **215**

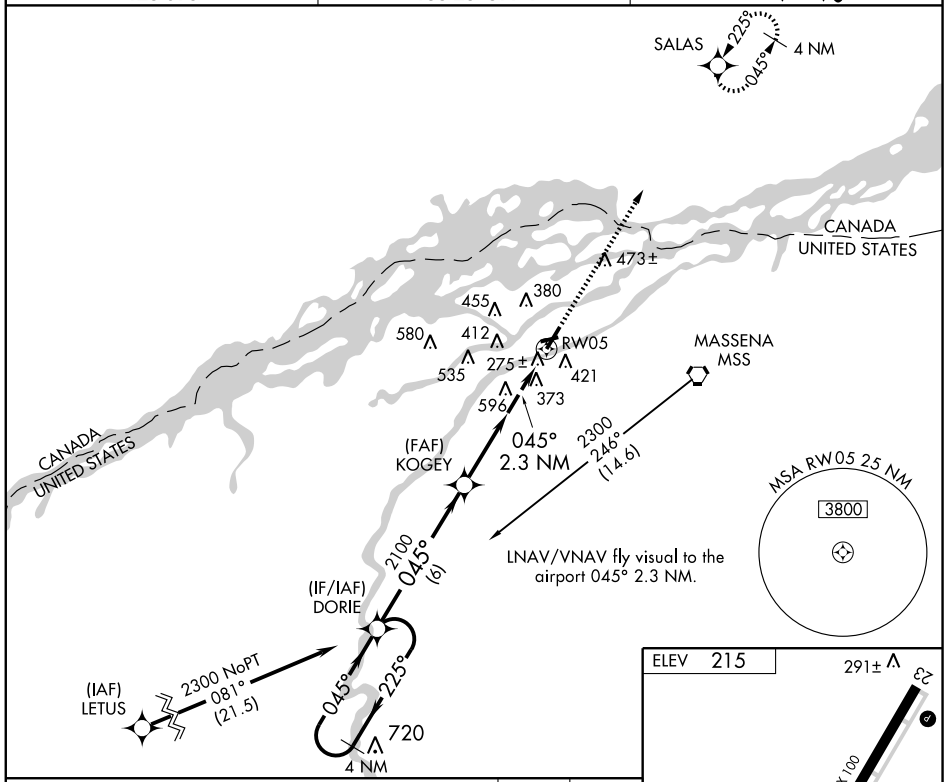
RNAV (GPS) Z RWY 5

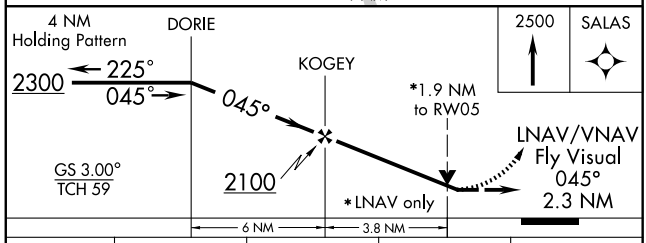
MASSENA INTL-RICHARDS FIELD (MSS)

T A W GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). VDP and Baro-VNAV NA when using Ogdensburg altimeter setting. If local altimeter setting not received, use Ogdensburg altimeter setting and increase all DAs/MDAs 100 feet. Circling NA at night to Rwy 9-27.

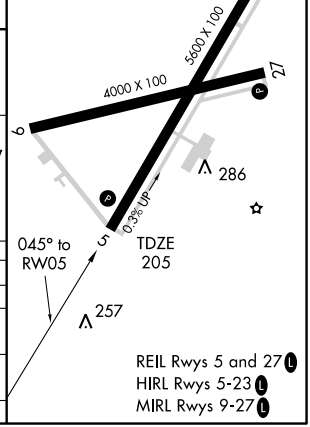
MISSED APPROACH: Climb to 2500 direct SALAS and hold.

ASOS	BOSTON CENTER	UNICOM
128.075	**135.25 377.1**	**123.0** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	500-1 295 (300-1)			
LNAV/ VNAV DA	980-2 775 (800-2)		980-2¼ 775 (800-2¼)	980-2½ 775 (800-2½)
LNAV MDA	860-1 655 (700-1)		860-1¾ 655 (700-1¾)	860-2 655 (700-2)
CIRCLING	980-2¾ 765 (800-2¾)			



NE-2, 14 JAN 2010 to 11 FEB 2010

VORTAC MSS 114.1 Chan 88	APP CRS 298°	Rwy Idg N/A TDZE N/A Apt Elev 215

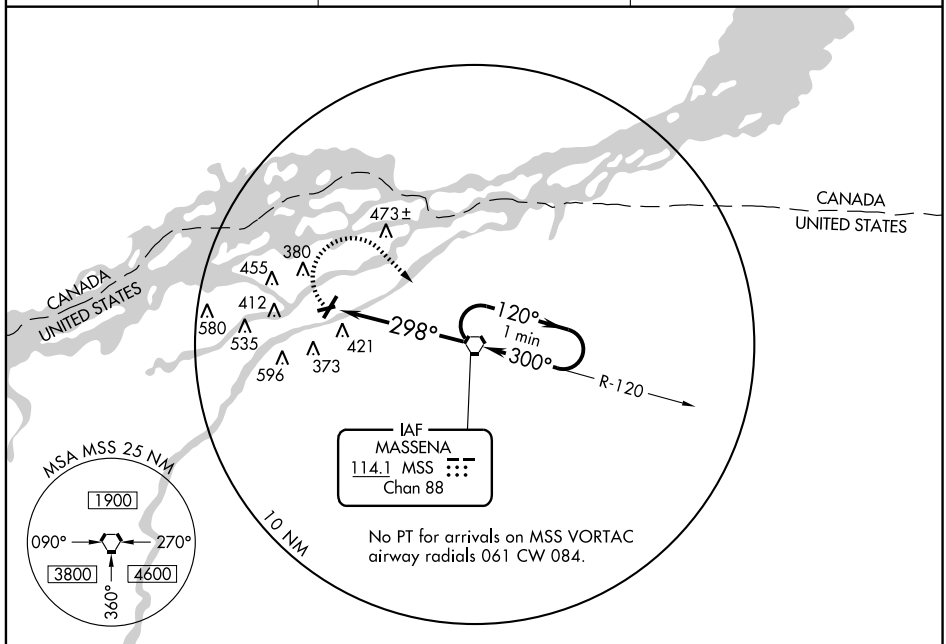
VOR-A

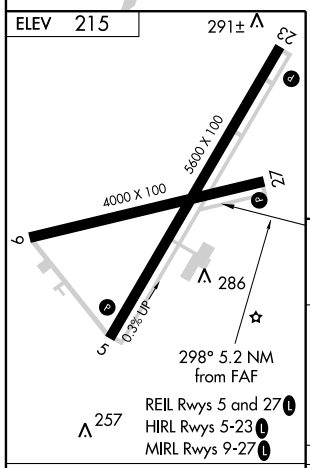
MASSENA INTL-RICHARDS FIELD (MSS)

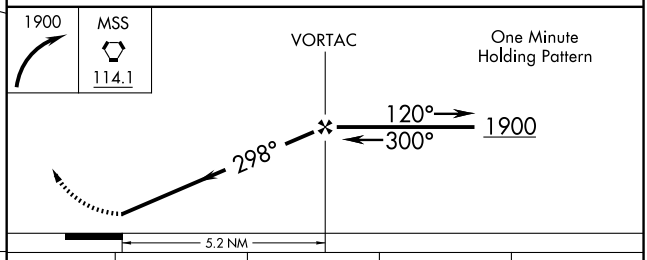
If local altimeter setting not received, use Ogdensburg altimeter setting and increase all MDAs 100 feet. Circling NA at night to Rwy 9-27.

MISSED APPROACH: Climbing right turn to 1900 direct MSS VORTAC and hold.

ASOS	BOSTON CENTER	UNICOM
128.075	135.25 377.1	123.0 (CTAF) L







FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
CIRCLING	740-1 525 (600-1)		740-1½ 525 (600-1½)	900-2¼ 685 (700-2¼)

NE-2, 14 JAN 2010 to 11 FEB 2010

LOM MG	APP CRS		
353	275°	Rwy Idg	2811
		TDZE	523
		Apt Elev	523

NDB RWY 26

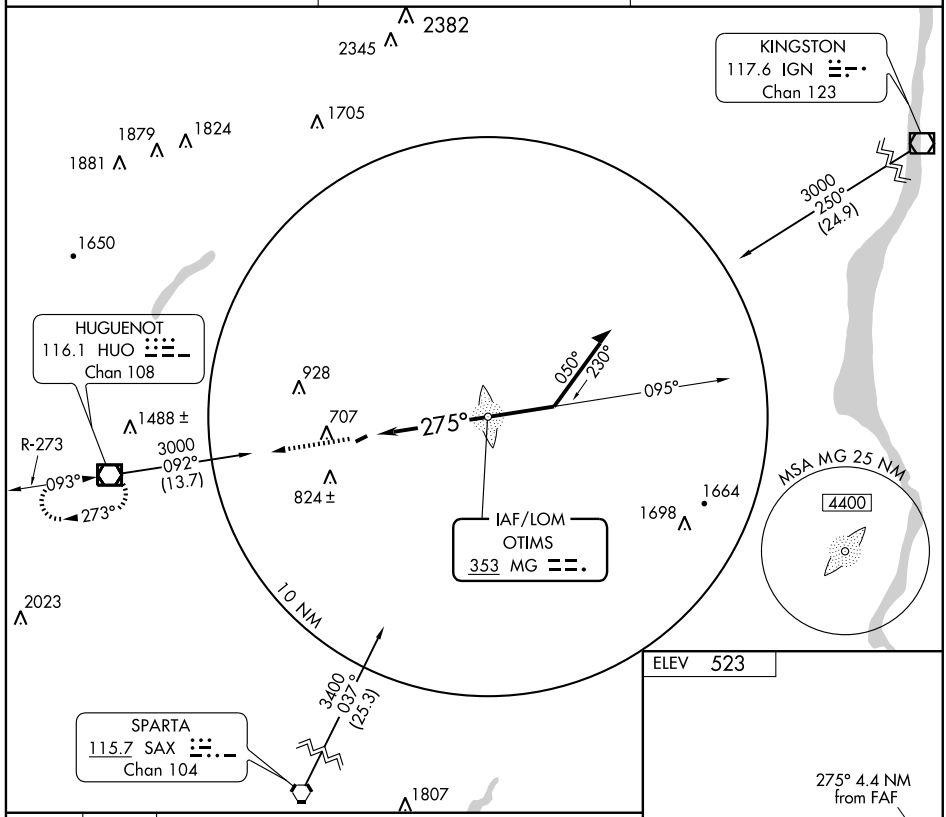
MIDDLETOWN/ RANDALL (Ø6N)

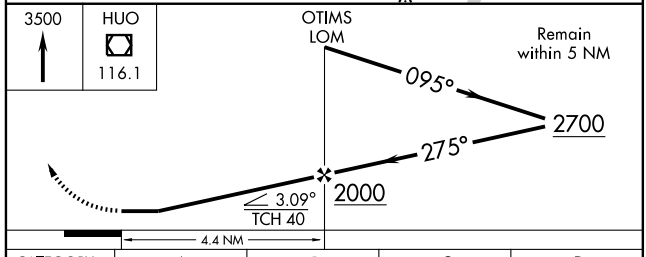
NA

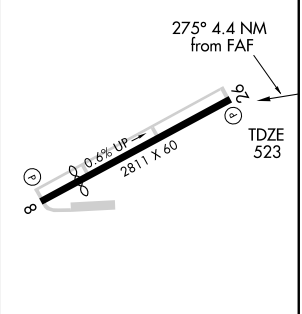
Procedure NA at night.
Use Orange County altimeter setting.

MISSED APPROACH: Climb to 3500 direct HUO VOR/DME and hold.

ORANGE COUNTY ASOS	NEW YORK APP CON	UNICOM
119.275	132.75 363.1	122.8 (CTAF)







CATEGORY	A	B	C	D
S-26	1200-1 677 (700-1)	NA		
CIRCLING	1200-1 677 (700-1)	NA		

MIRL Rwy 8-26

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2248
075°	TDZE	523
	Apt Elev	523

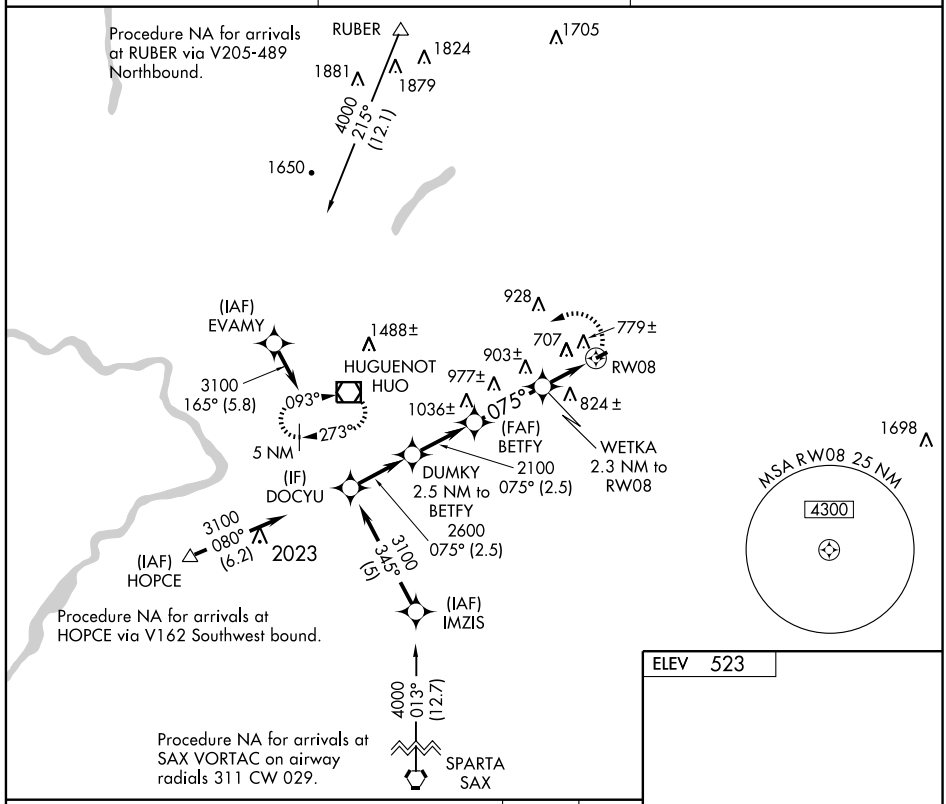
RNAV (GPS) RWY 8

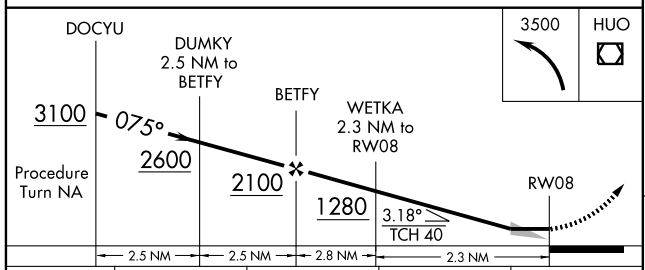
MIDDLETOWN / RANDALL (Ø6N)

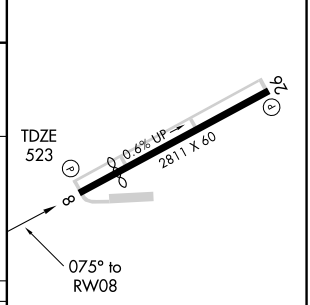
DME/DME RNP -0.3 NA.
Procedure NA at night.
Use Orange County altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 direct HUO VOR/DME and hold.

ORANGE COUNTY ASOS	NEW YORK APP CON	UNICOM
119.275	132.75 363.1	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1080-1 557 (600-1)	NA		
CIRCLING	1180-1 657 (700-1)	NA		

MIRL Rwy 8-26

NE-2. 14 JAN 2010 to 11 FEB 2010

MIDDLETOWN, NEW YORK AL-5389 (FAA)

RNAV (GPS) RWY 26

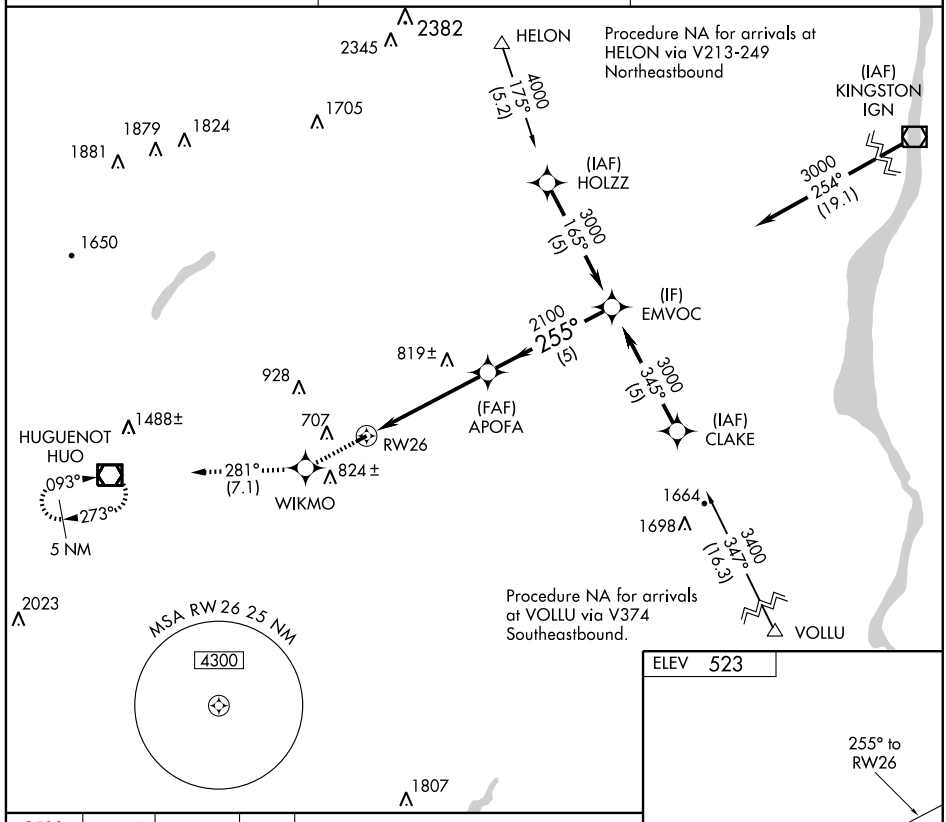
MIDDLETOWN / RANDALL (Ø6N)

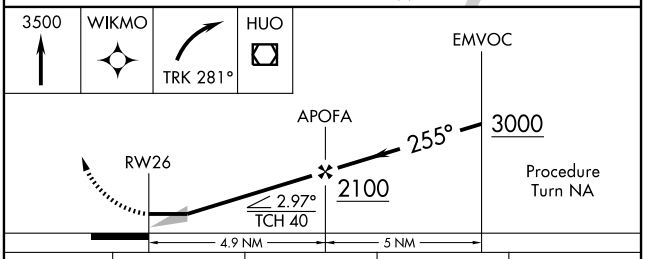
APP CRS	Rwy Idg	2811
255°	TDZE	523
	Apt Elev	523

DME/DME RNP -0.3 NA.
Procedure NA at night.
Use Orange County altimeter setting.

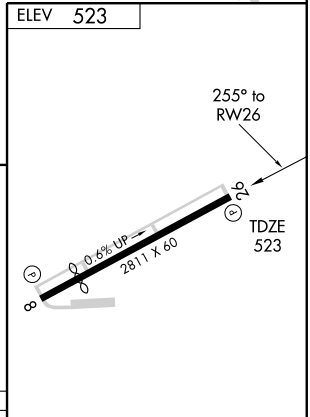
MISSED APPROACH: Climb to 3500 direct WIKMO and right turn via 281° track to HUO VOR/DME and hold.

ORANGE COUNTY ASOS	NEW YORK APP CON	UNICOM
119.275	132.75 363.1	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1120-1 597 (600-1)	NA		
CIRCLING	1180-1 657 (700-1)	NA		



NE-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME HUO	APP CRS	Rwy Idg	2248
116.1	093°	TDZE	523
Chan 108		Apt Elev	523

VOR RWY 8

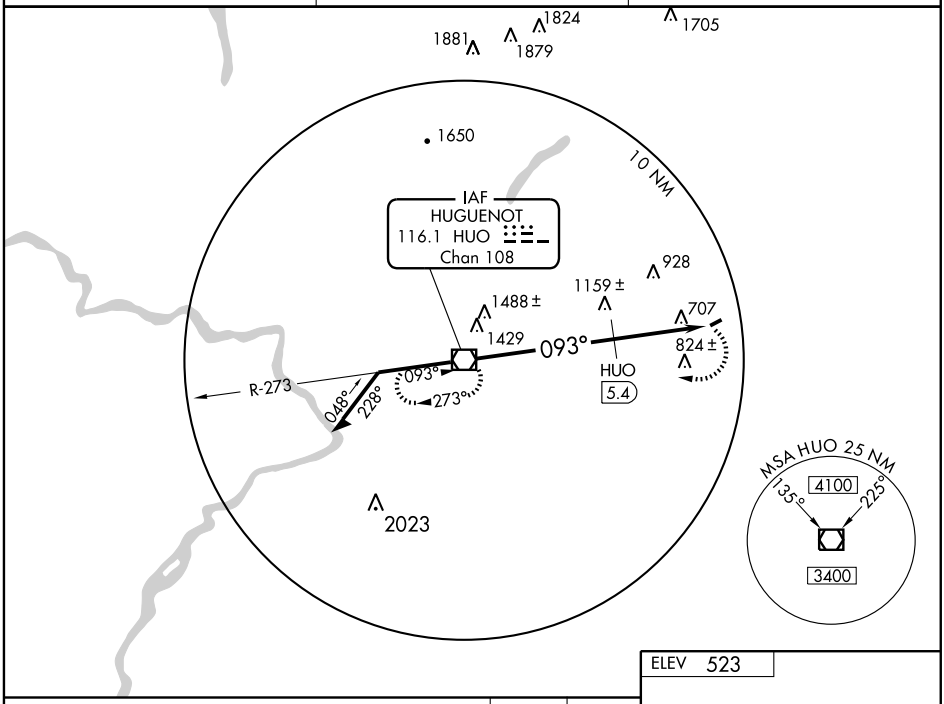
MIDDLETOWN/ RANDALL (Ø6N)

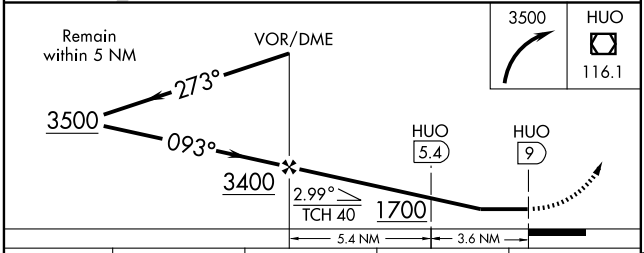
NA

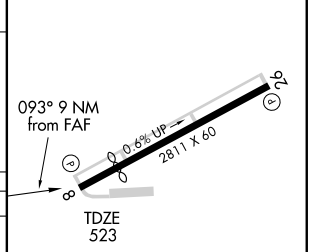
Use Orange County altimeter setting.
Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 3500 direct HUO VOR/DME and hold.

ORANGE COUNTY ASOS	NEW YORK APP CON	UNICOM
119.275	132.75 363.1	122.8 (CTAF)







CATEGORY	A	B	C	D
S-8	1700-1¼ 1177 (1200-1¼)	NA		
CIRCLING	1700-1¼ 1177 (1200-1¼)	NA		
DME MINIMUMS				
S-8	1460-1¼ 937 (1000-1¼)	NA		
CIRCLING	1460-1¼ 937 (1000-1¼)	NA		

MIRL Rwy 8-26

FAF to MAP 9 NM					
Knots	60	90	120	150	180
Min:Sec	9:00	6:00	4:30	3:36	3:00

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 78008 W17A	APP CRS 167°	Rwy Idg 3830 TDZE 694 Apt Elev 698

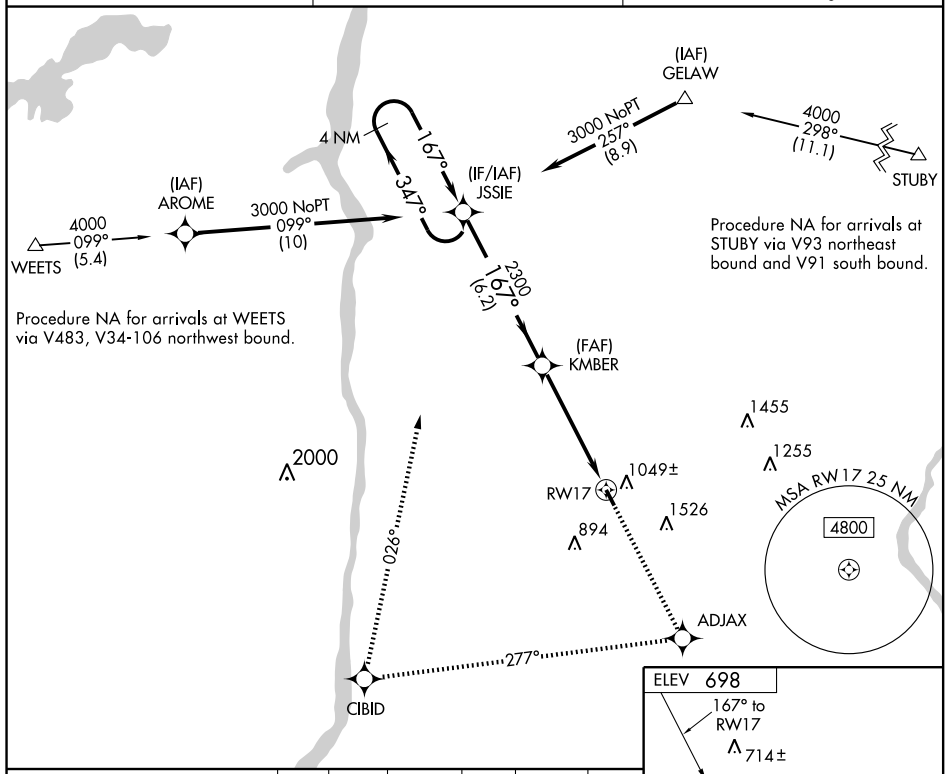
RNAV (GPS) RWY 17

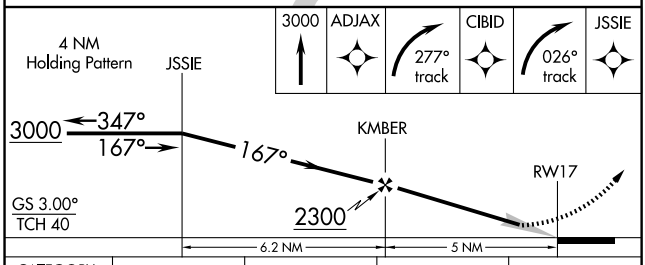
MILLBROOK/ SKY ACRES (44N)

DME/DME RNP-0.3 NA. Use Newburgh altimeter setting; when not received use Poughkeepsie altimeter setting and increase LPV DA to 1038, all MDA 20 feet, and LPV all Cats visibility ¼ mile.

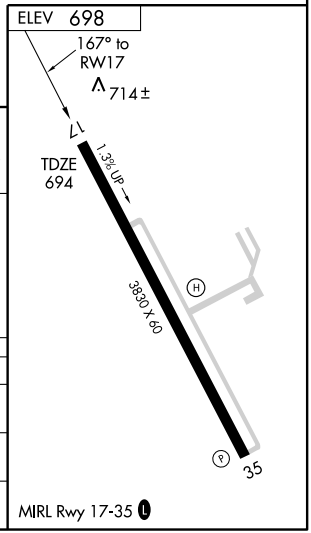
MISSED APPROACH: Climb to 3000 direct ADJAX and right turn via 277° track to CIBID and right turn via 026° track to JSSIE and hold.

POUGHKEEPSIE ASOS	NEW YORK APP CON	UNICOM
126.75	132.75 363.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1021-1¼ 327 (400-1¼)		NA	
LNAV MDA	1620-1¼ 926 (1000-1¼)		NA	
CIRCLING	1620-1¼ 922 (1000-1¼)		NA	



NE-2, 14 JAN 2010 to 11 FEB 2010

MILLBROOK, NEW YORK AL-5473 (FAA)

WAAS	APP CRS	Rwy Idg	3830
CH 86308	347°	TDZE	698
W35A		Apt Elev	698

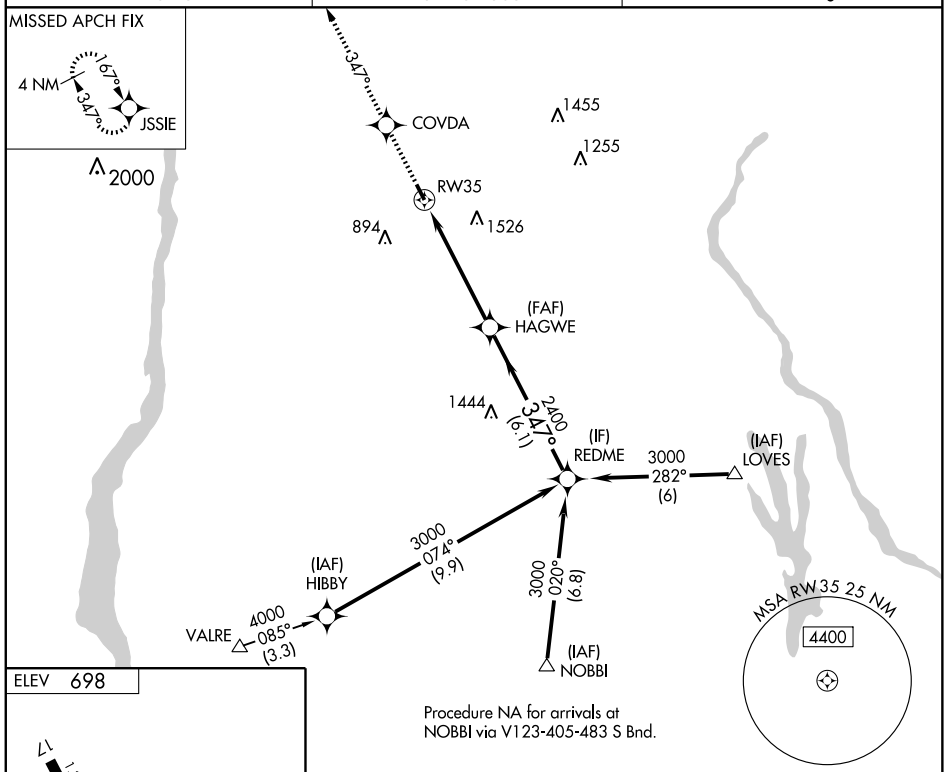
RNAV (GPS) RWY 35

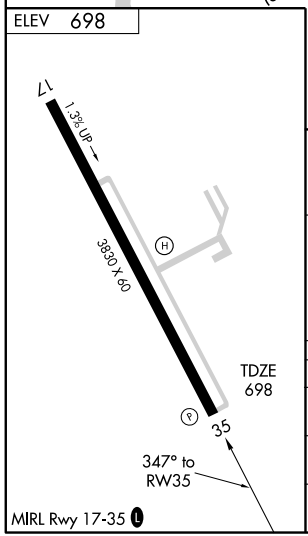
MILLBROOK/ SKY ACRES (44N)

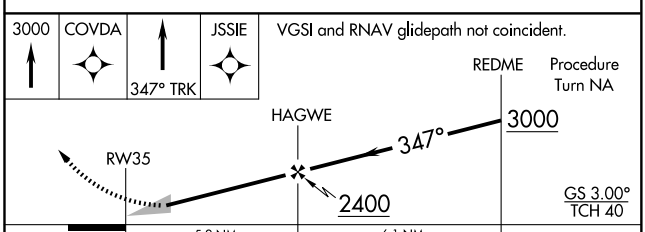
DME/DME RNP-0.3 NA.
NA Use Newburgh altimeter setting; when not received use Poughkeepsie altimeter setting and increase LPV DA to 1063, and all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct COVDA and via 347° track to JSSIE and hold.

POUGHKEEPSIE ASOS	NEW YORK APP CON	UNICOM
126.75	132.75 363.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1046-1¼	348 (400-1¼)	NA	
LNAV MDA	1700-1¼ 1002 (1100-1¼)	1700-1½ 1002 (1100-1½)	NA	
CIRCLING	1700-1¼ 1002 (1100-1¼)	1700-1½ 1002 (1100-1½)	NA	

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
069°	TDZE	N/A
	Apt Elev	700

VOR-A

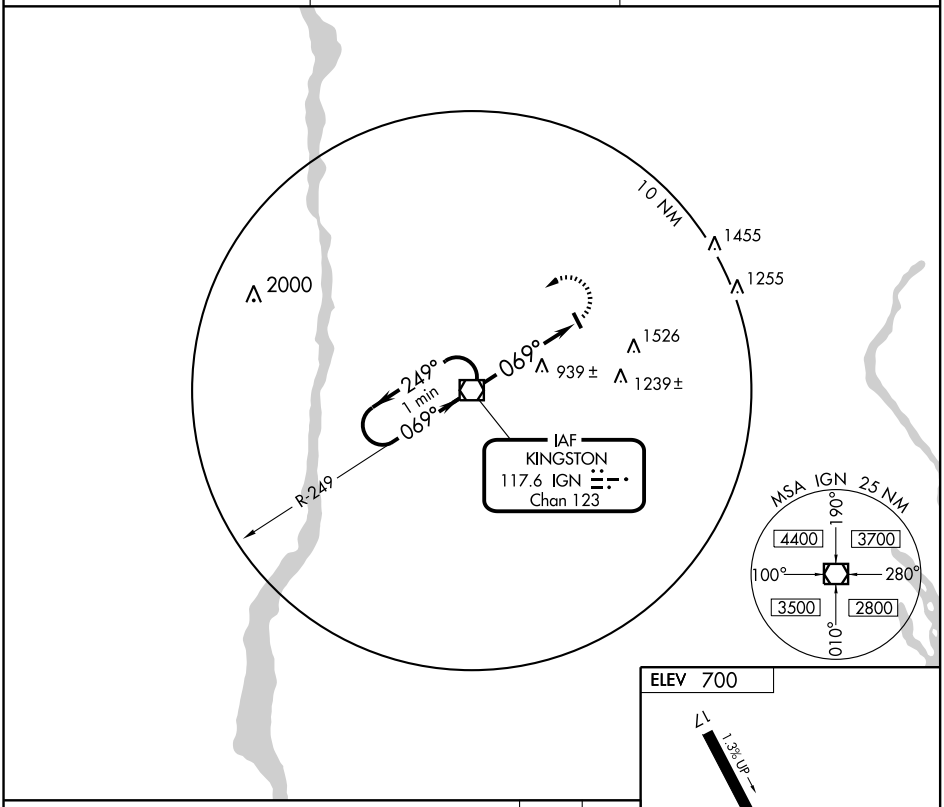
MILLBROOK/ SKY ACRES (44N)

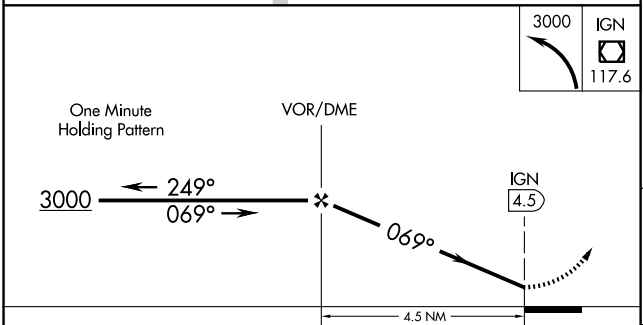
Use Poughkeepsie altimeter setting.
NoPT for arrival on IGN VOR/DME airway radials 203 CW 316.

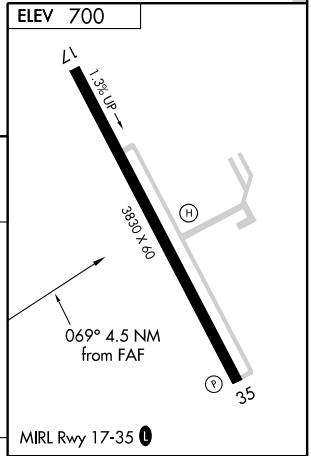
NA

MISSED APPROACH: Climbing left turn to 3000 direct IGN VOR/DME and hold.

POUGHKEEPSIE ASOS	NEW YORK APP CON	UNICOM
126.75	132.75 363.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1580 - 1 880 (900-1)	1580 - 1¼ 880 (900-1¼)	NA	

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3024
242°	TDZE	7
	Apt Elev	7

RNAV (GPS) RWY 24
MONTAUK (MTP)

Use Block Island State altimeter setting.
NA DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 2500 direct FEKSA WP and hold.

NEW YORK APP CON ★	UNICOM	
125.97 343.65	122.7 (CTAF)	121.7 L

GROTON GON
468
2500 133° (16.1)
4 NM
062°
242°
1600 242° (6)
(IF/IAF) FEKSA
2500 NoPT 301° (7.7)
(IAF) SANDY POINT SEY
(FAF) COBER
MSA RW24 25 NM
2600
RW24
70±
159±
238±
2500 to FEKSA 072° (31.3)
HAMPTON HTO

ELEV 7
Rwy 6 ldg 2944′
Rwy 24 ldg 3024′
242° to RW24
24
6
TDZE 7
3481 X 75

2500 | FEKSA

4 NM Holding Pattern
FEKSA
COBER
062°
242°
2500
242°
1600
RW24
2.93°
TCH 40
VGSI and descent angles not coincident.
5 NM
6 NM

CATEGORY	A	B	C	D
LNAV MDA	480-1 473 (500-1)			
CIRCLING	580-1 573 (600-1)			

MIRL Rwy 6-24 L

NE-2. 14 JAN 2010 to 11 FEB 2010

HTO VORTAC	APP CRS	Rwy Idg	2944
113.6	075°	TDZE	6
Chan 83		Apt Elev	7

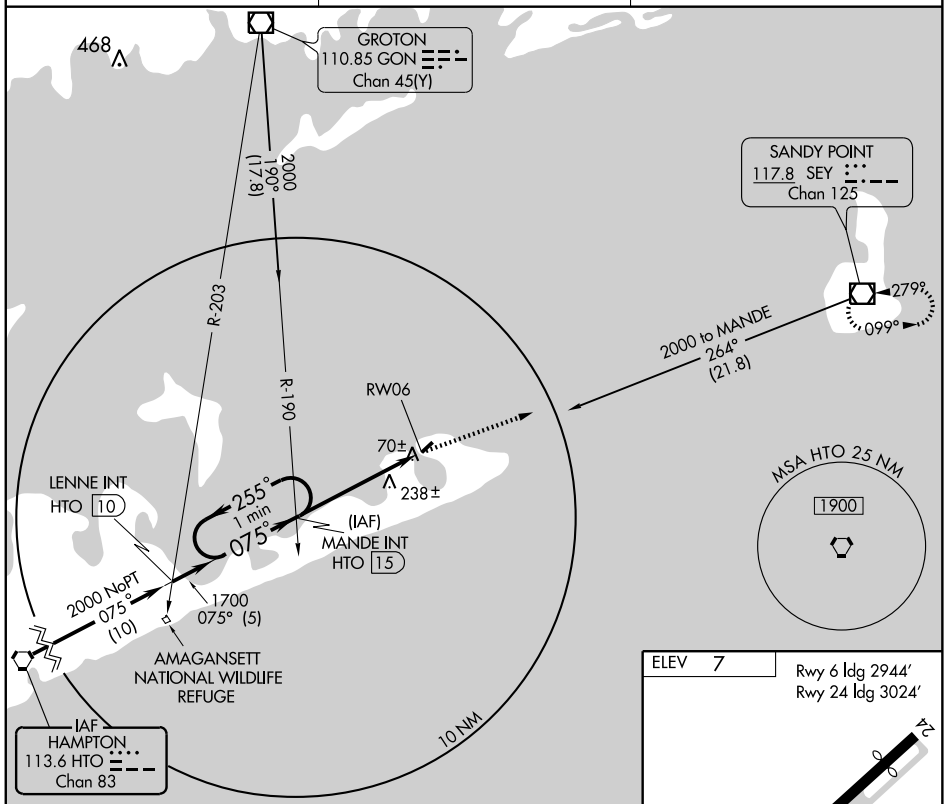
VOR or GPS RWY 6

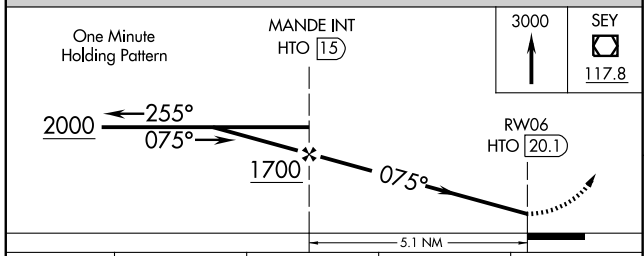
MONTAUK (MTP)

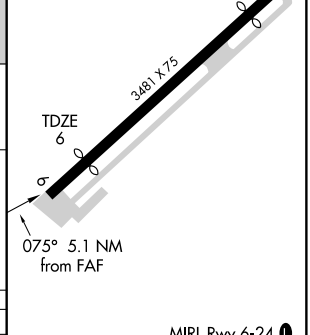
Use Block Island State altimeter setting.
NA Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct SEY VOR/DME and hold.

NEW YORK APP CON ★	UNICOM	121.7 L
125.975 343.65	122.7 (CTAF)	







MIRL Rwy 6-24 L

CATEGORY	A	B	C	D
S-6	660-1 654 (700-1)	660-1¼ 654 (700-1¼)	NA	
CIRCLING	660-1 653 (700-1)	660-1¼ 653 (700-1¼)	NA	

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-MGJ	APP CRS	Rwy Idg	4701
111.7	029°	TDZE	354
		Apt Elev	365

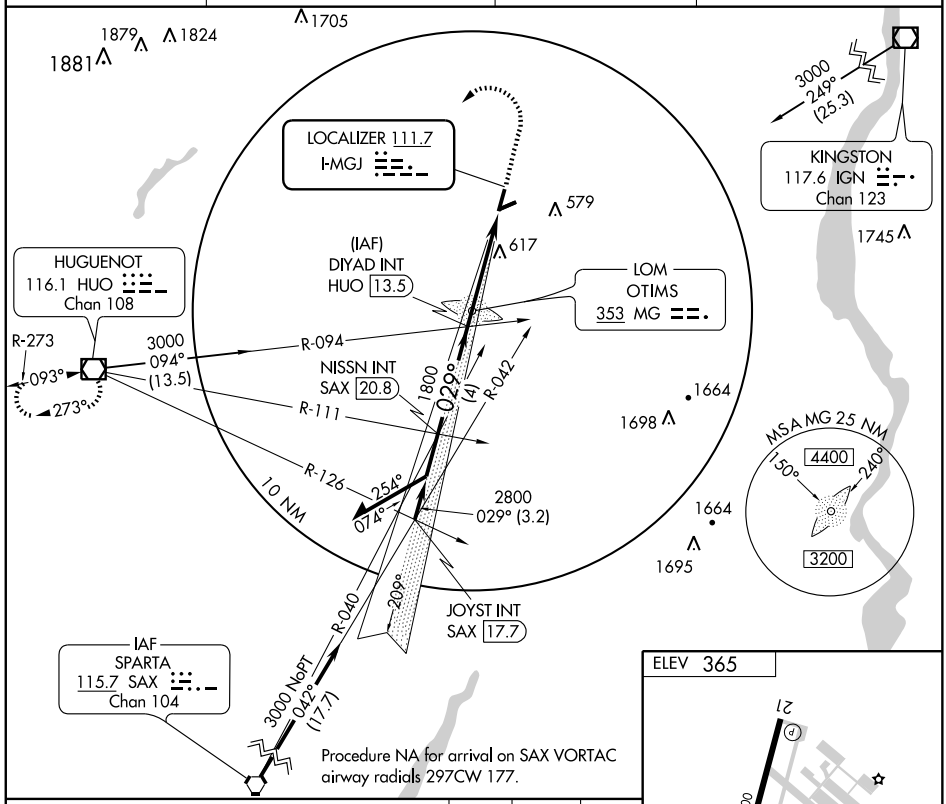
ILS RWY 3

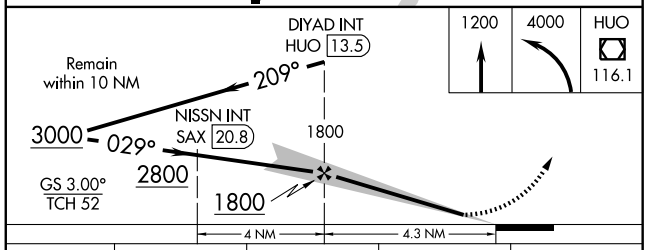
MONTGOMERY/ORANGE COUNTY (MGJ)

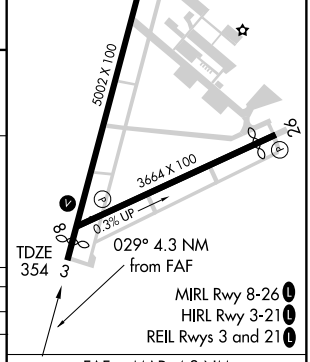
NA

MISSED APPROACH: Climb to 1200, then climbing left turn to 4000 direct HUO VOR/DME and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 3	618-1 264 (300-1)			
S-LOC 3	880-1 526 (600-1)		880-1½ 526 (600-1½)	880-1¾ 526 (600-1¾)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 (900-2½)	1200-2¾ 835 (900-2¾)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-2. 14 JAN 2010 to 11 FEB 2010

LOM MG	APP CRS	Rwy Idg	4701
353	029°	TDZE	354
		Apt Elev	365

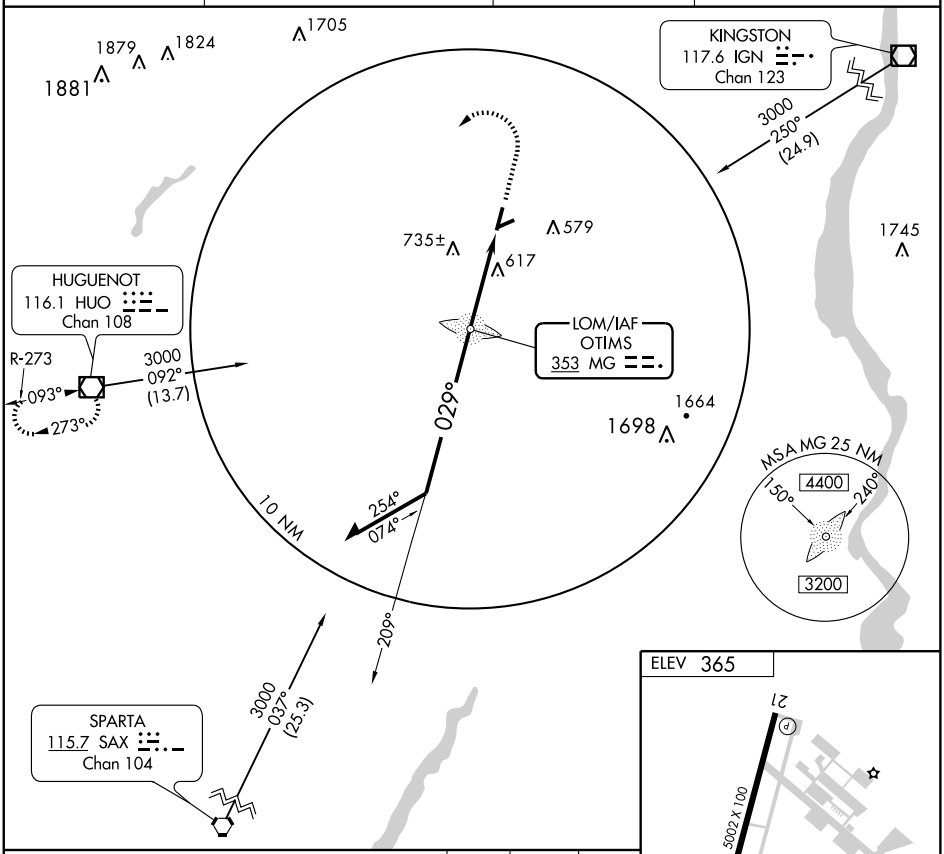
NDB RWY 3

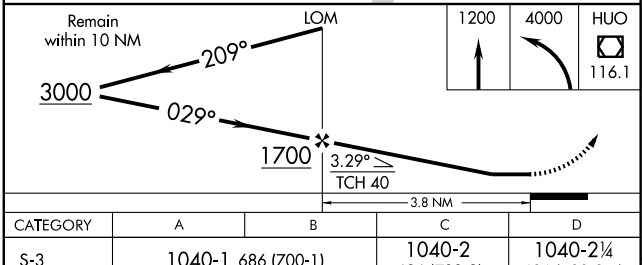
MONTGOMERY/ORANGE COUNTY (MGJ)

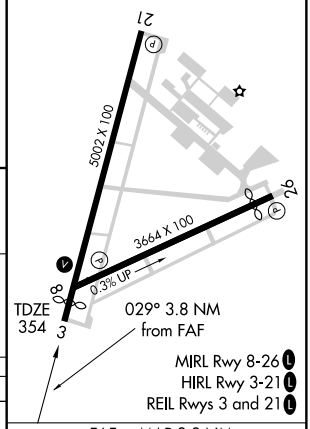
NA

MISSED APPROACH: Climb to 1200, then climbing left turn to 4000 direct HUO VOR/DME and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-3	1040-1 686 (700-1)		1040-2 686 (700-2)	1040-2¼ 686 (700-2¼)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 (900-2½)	1200-2¾ 835 (900-2¾)

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

NE-2. 14 JAN 2010 to 11 FEB 2010

MONTGOMERY, NEW YORK AL-5264 (FAA)

APP CRS	Rwy Idg	4701
029°	TDZE	354
	Apt Elev	365

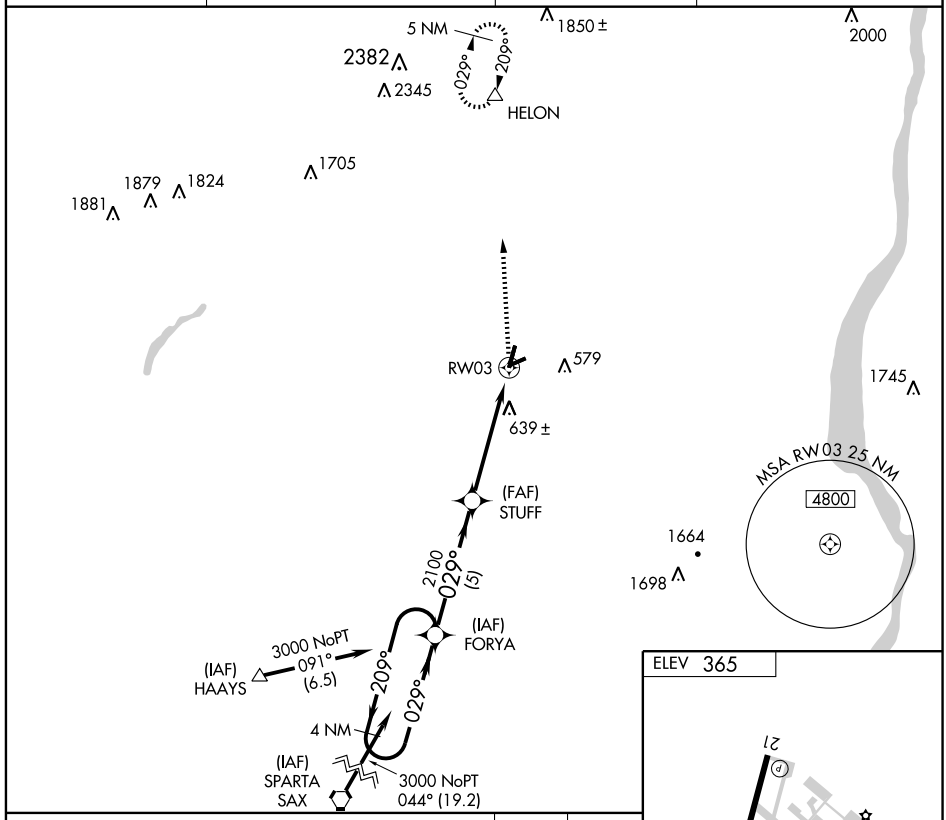
RNAV (GPS) RWY 3

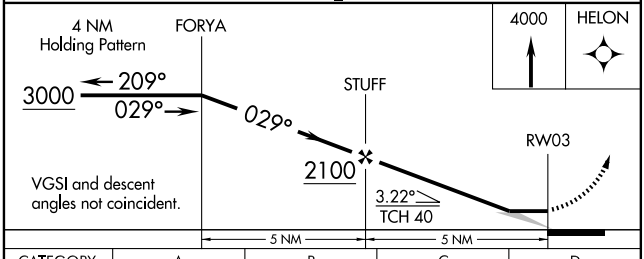
MONTGOMERY / ORANGE COUNTY (MGJ)

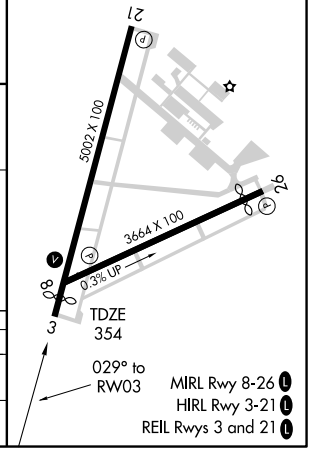
T A NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct HELON WP and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	920-1 566 (600-1)		920-1½ 566 (600-1½)	920-1¾ 566 (600-1¾)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 (900-2½)	1200-2¾ 835 (900-2¾)

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3664
080°	TDZE	360
	Apt Elev	365

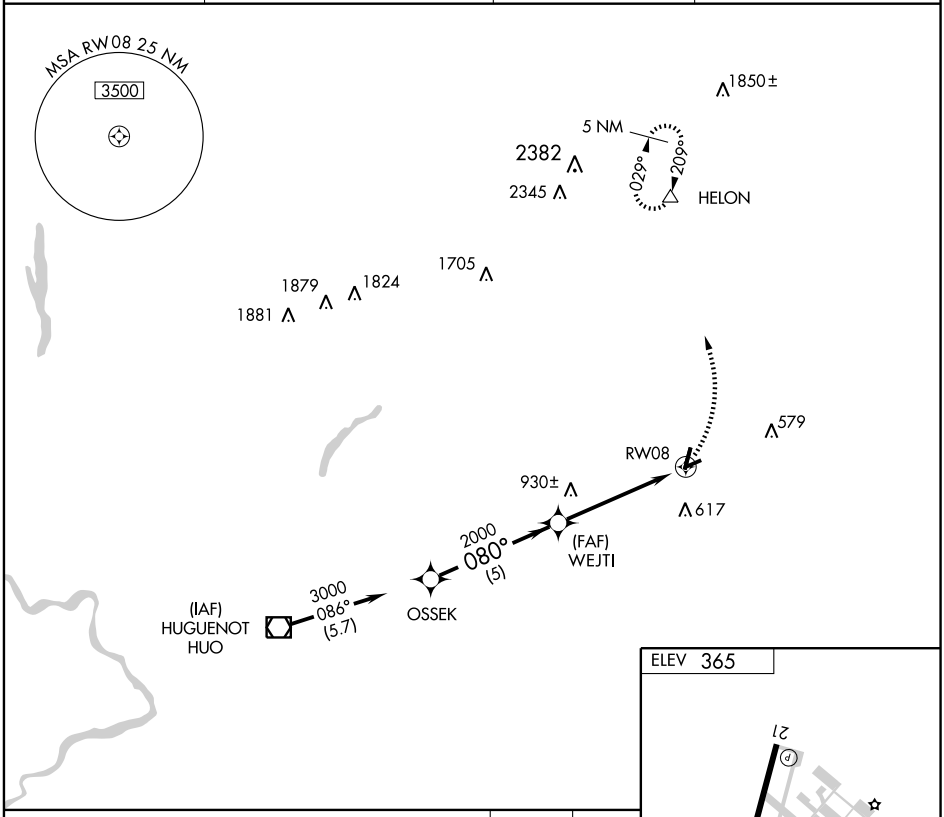
RNAV (GPS) RWY 8

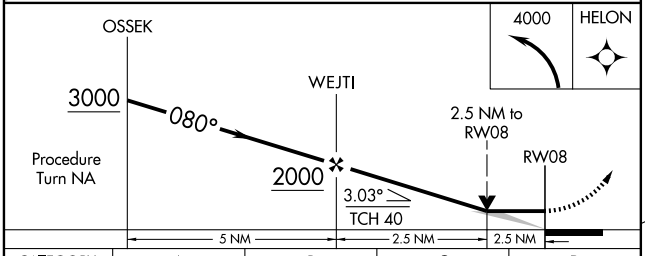
MONTGOMERY / ORANGE COUNTY (MGJ)

GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

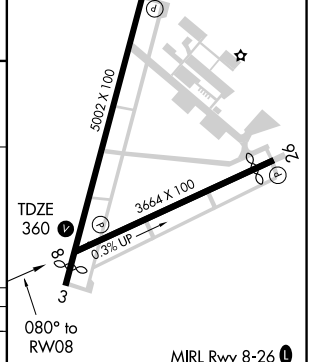
MISSED APPROACH: Climbing left turn to 4000 direct HELON WP and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1180-1 820 (900-1)	1180-1¼ 820 (900-1¼)	1180-2½ 820 (900-2½)	1180-2¾ 820 (900-2¾)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 (900-2½)	1200-2¾ 835 (900-2¾)



MIRL Rwy 8-26 L
HIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

APP CRS	Rwy Idg	5002
210°	TDZE	353
	Apt Elev	365

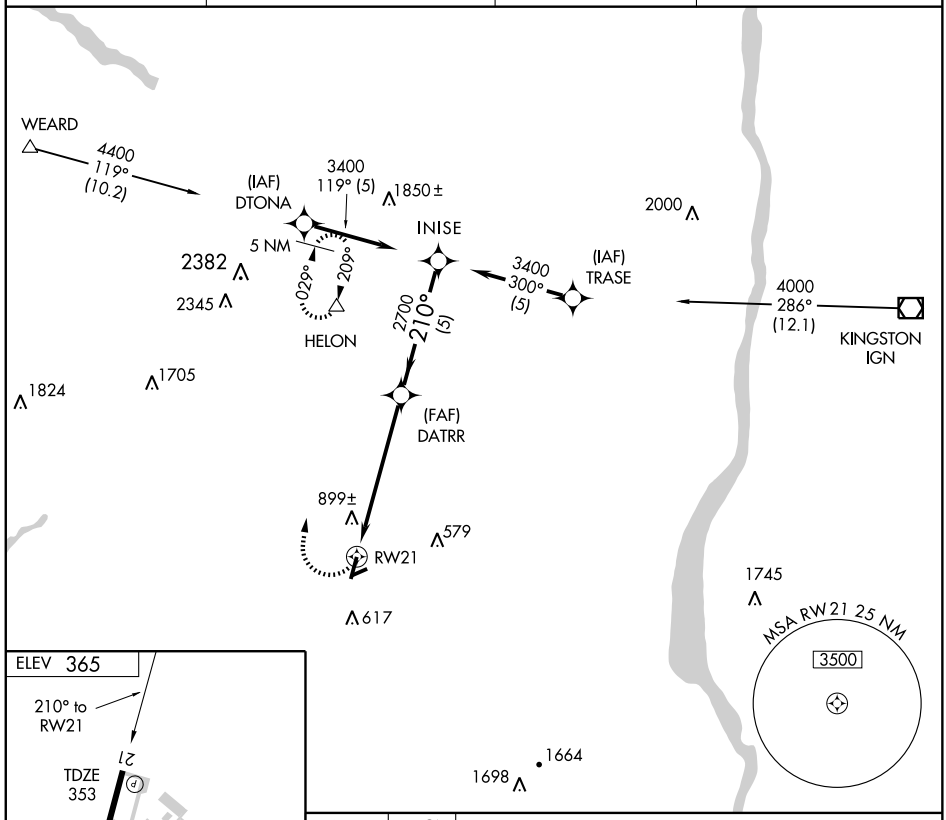
RNAV (GPS) RWY 21

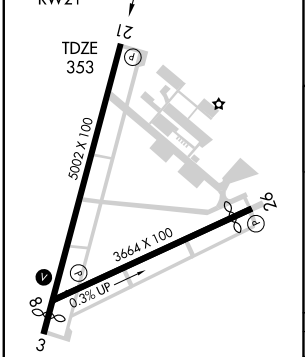
MONTGOMERY / ORANGE COUNTY (MGJ)

T GPS or RNP-0.3 required.
A NA DME/DME RNP-0.3 NA.

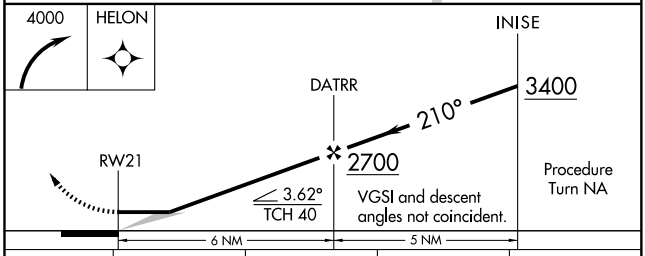
MISSED APPROACH: Climbing right turn to 4000 direct HELON WP and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L





MIRL Rwy 8-26 L
HIRL Rwy 3-21 L
REIL Rwys 3 and 21 L



CATEGORY	A	B	C	D
LNAV MDA	1160-1 807 (800-1)	1160-1¼ 807 (800-1¼)	1160-2¼ 807 (800-2¼)	1160-2½ 807 (800-2½)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 (900-2½)	1200-2¾ 835 (900-2¾)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3349
260°	TDZE	365
	Apt Elev	365

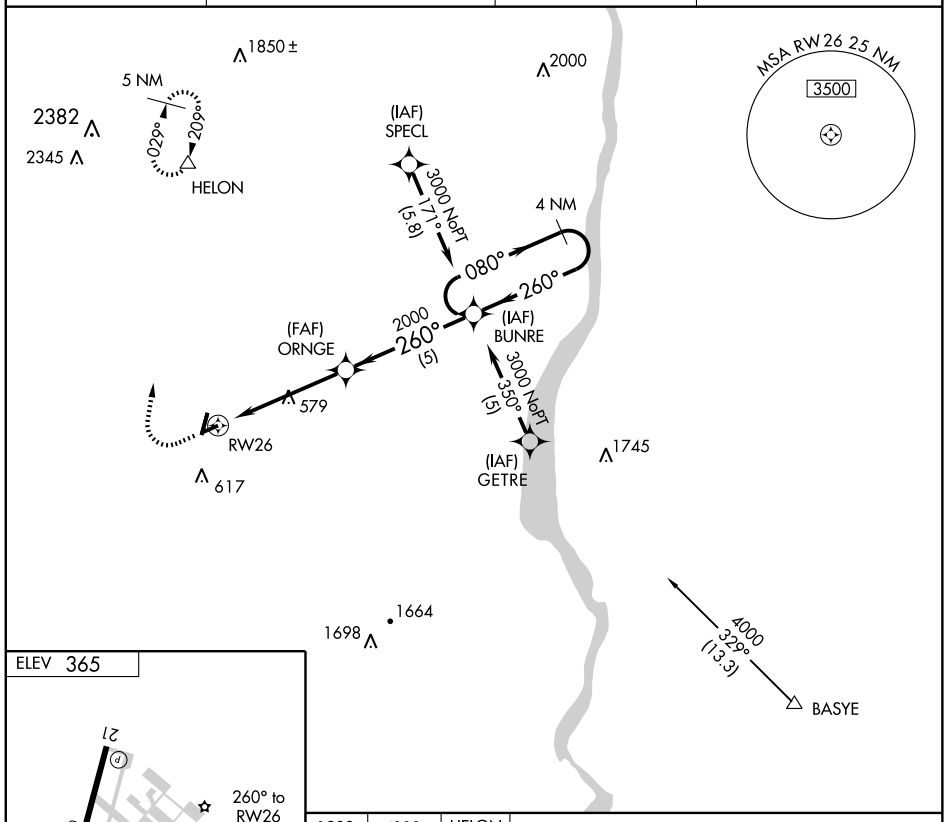
RNAV (GPS) RWY 26

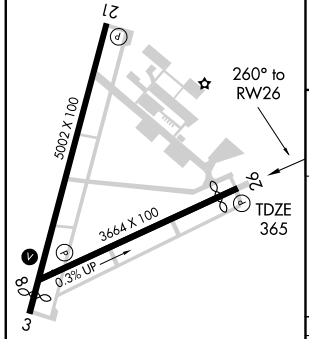
MONTGOMERY / ORANGE COUNTY (MGJ)

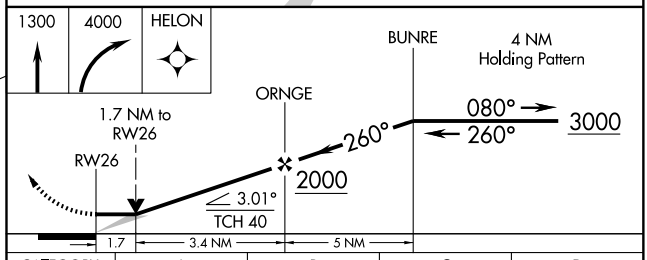
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1300, then climbing right turn to 4000 direct HELON WP and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L



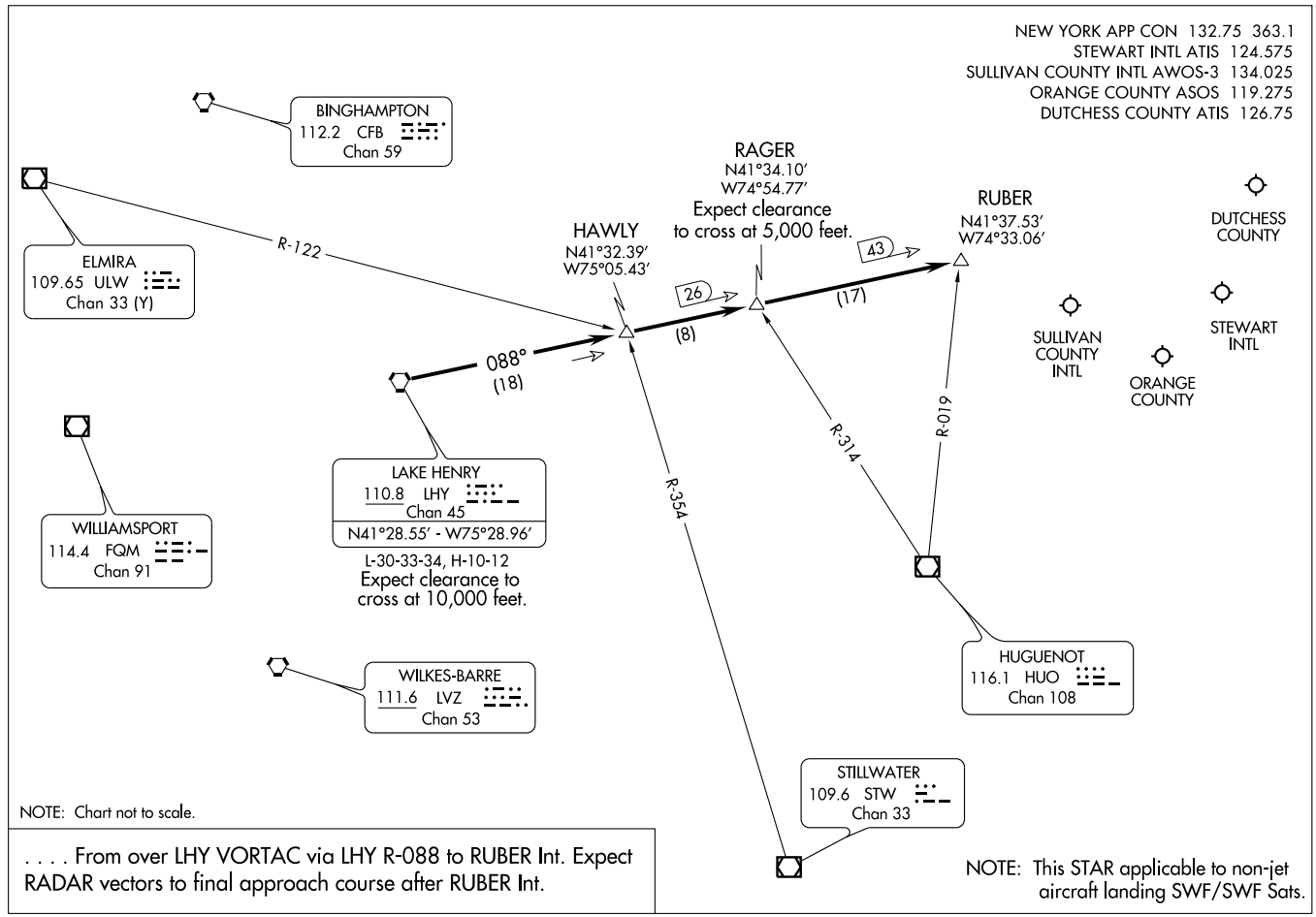




CATEGORY	A	B	C	D
LNAV MDA	920-1 555 (600-1)		920-1½ 555 (600-1½)	920-1¾ 555 (600-1¾)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 (900-2½)	1200-2¾ 835 (900-2¾)

MIRL Rwy 8-26 L
HIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

NE-2. 14 JAN 2010 to 11 FEB 2010



RUBER ONE ARRIVAL (RUBER.RUBER1) 08045

ST-450 (FAA)

NEWBURGH, NEW YORK

MONTGOMERY, NEW YORK

AL-5264 (FAA)

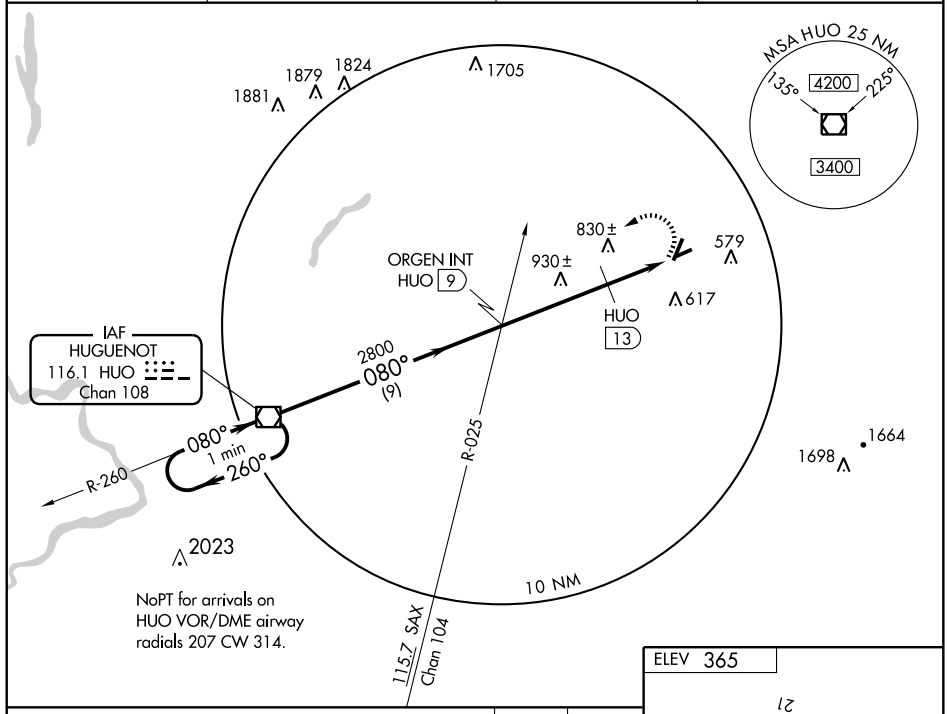
VOR/DME HUO	APP CRS	Rwy Idg	3664
116.1	080°	TDZE	360
Chan 108		Apt Elev	365

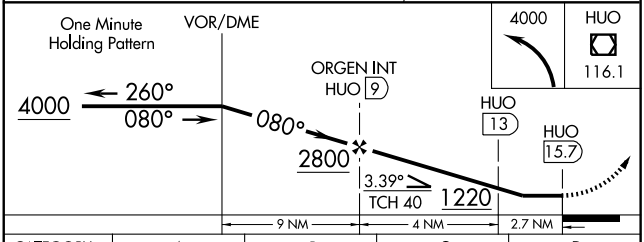
VOR RWY 8

MONTGOMERY/ORANGE COUNTY (MGJ)

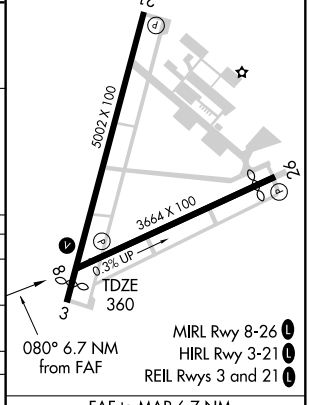
MISSED APPROACH: Climbing left turn to 4000 direct HUO VOR/DME and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L





CATEGORY	A	B	C	D
S-8	1220-1 860 (900-1)	1220-1¼ 860 (900-1¼)	1220-2½ 860 (900-2½)	1220-2¾ 860 (900-2¾)
CIRCLING	1220-1 855 (900-1)	1220-1¼ 855 (900-1¼)	1220-2½ 855 (900-2½)	1220-2¾ 855 (900-2¾)
DME MINIMUMS				
S-8	1160-1 800 (800-1)	1160-1¼ 800 (800-1¼)	1160-2¼ 800 (800-2¼)	1160-2½ 800 (800-2½)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 900-2½)	1200-2¾ 835 900-2¾)



FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

NE-2, 14 JAN 2010 to 11 FEB 2010

MONTICELLO, NEW YORK

AL-5675 (FAA)

LOC I-MSV	APP CRS	Rwy Ldg	5700
109.1	155°	TDZE	1403
		Apt Elev	1403

ILS RWY 15

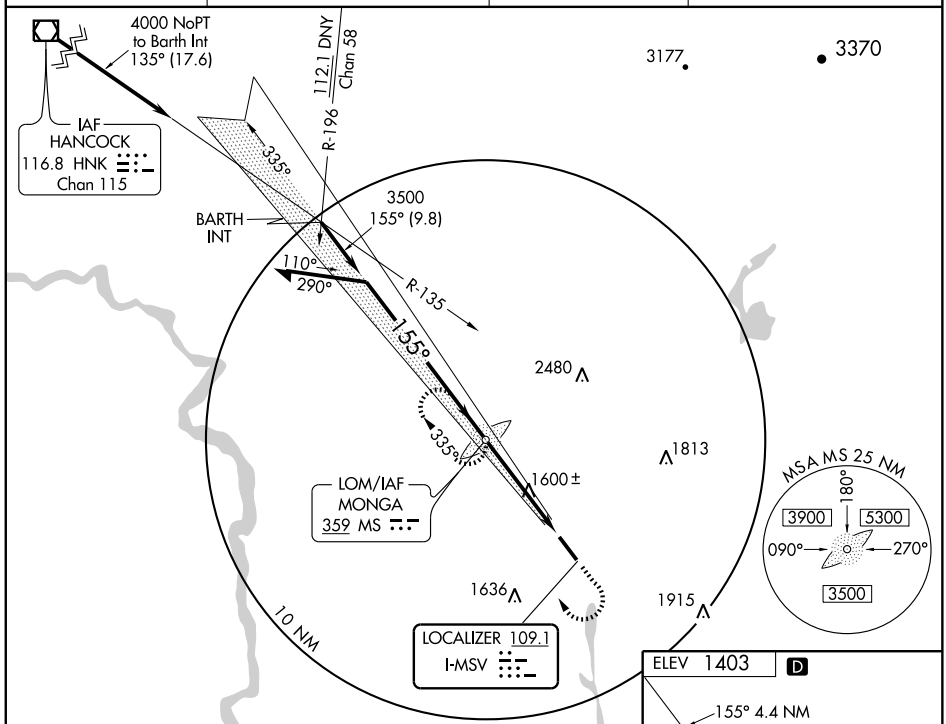
MONTICELLO / SULLIVAN COUNTY INTL (MSV)

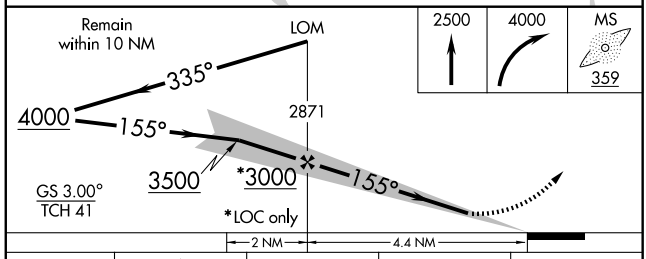
▼ NA

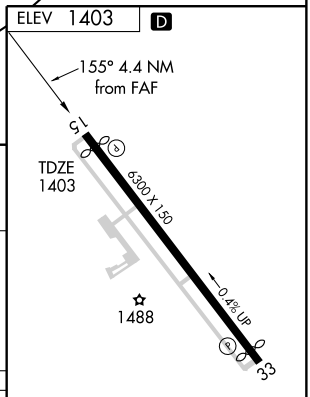
If local altimeter setting not received, use Newburgh/Stewart Intl altimeter setting and increase all DH/MDAs 160 feet.

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct MS LOM and hold.

AWOS-3	NEW YORK APP CON	CLNC DEL	UNICOM
124.725	132.75 363.1	121.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 15	1653-¾ 250 (300-¾)			
S-LOC 15	1860-1 457 (500-1)		1860-1¼ 457 (500-1¼)	1860-1½ 457 (500-1½)
CIRCLING	1900-1 497 (500-1)		1900-1½ 497 (500-1½)	1960-2 557 (600-2)

REIL Rwys 15 and 33 L

HIRL Rwy 15-33 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 14 JAN 2010 to 11 FEB 2010

LOM MS	APP CRS	Rwy Ldg	5700
359	155°	TDZE	1403
		Apt Elev	1403

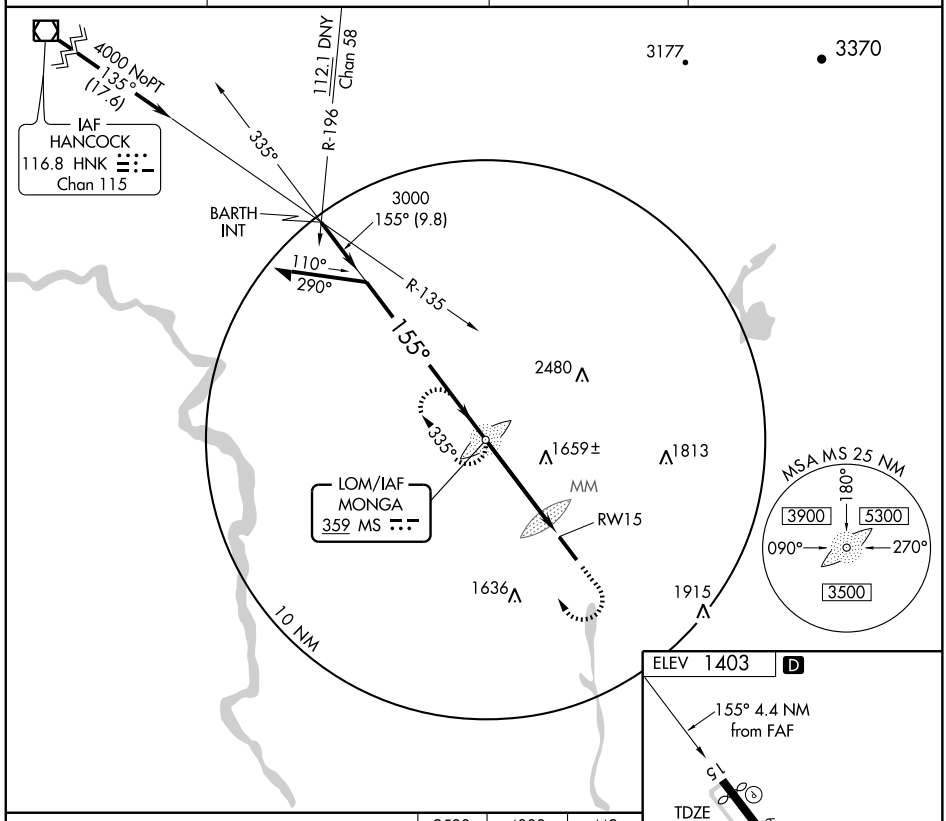
NDB or GPS RWY 15

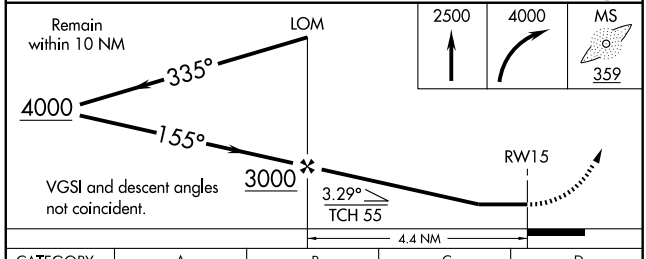
MONTICELLO / SULLIVAN COUNTY INTL (MSV)

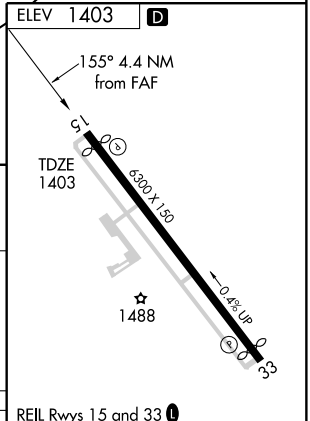
NA

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct MS LOM and hold.

AWOS-3	NEW YORK APP CON	CLNC DEL	UNICOM
124.725	132.75 363.1	121.6	122.8 (CTAF) L







REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L

CATEGORY	A	B	C	D
S-15	1960-1	557 (600-1)	1960-1½ 557 (600-1½)	1960-1¾ 557 (600-1¾)
CIRCLING	1960-1	557 (600-1)	1960-1½ 557 (600-1½)	1960-2 557 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 33

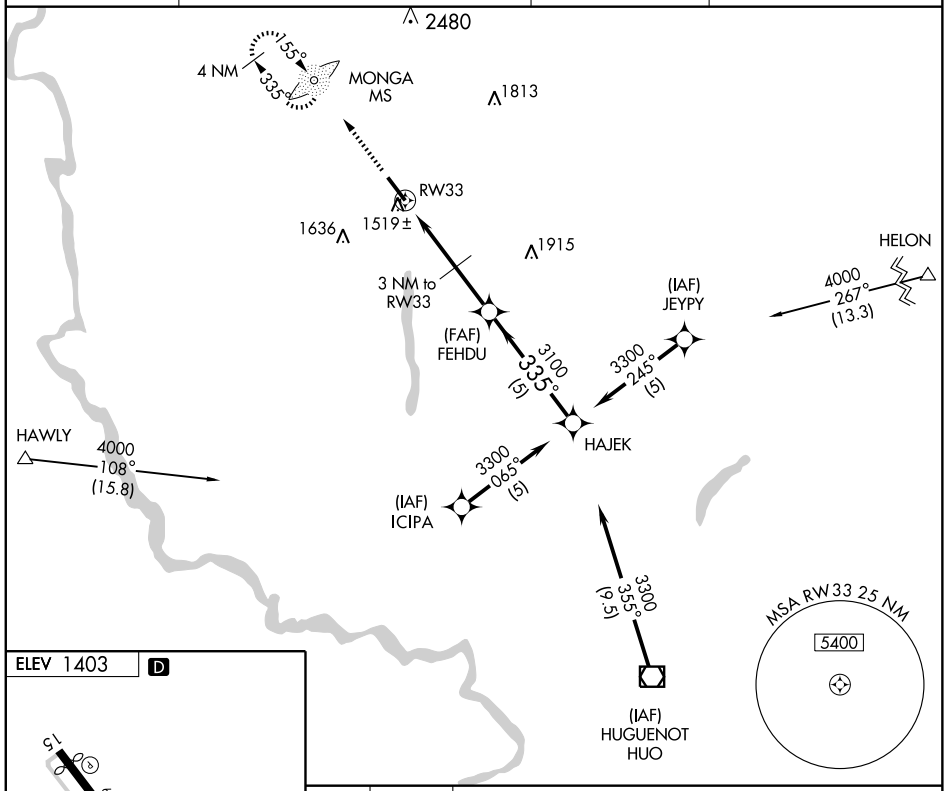
MONTICELLO/ SULLIVAN COUNTY INTL (MSV)

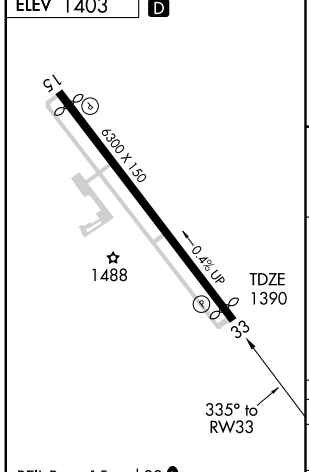
APP CRS	Rwy Ldg	5700
335°	TDZE	1390
	Apt Elev	1403

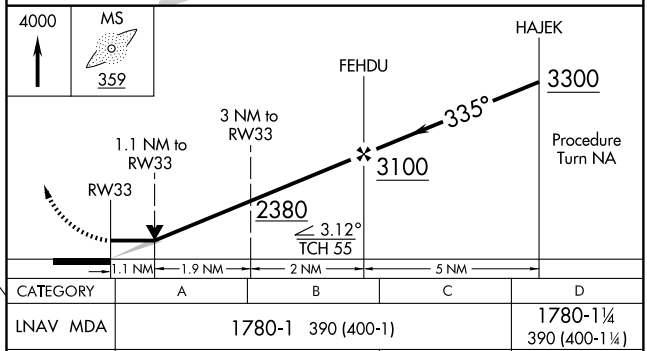
T GPS or RNP-0.3 required.
A NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct MONGA LOM and hold.

AWOS-3	NEW YORK APP CON		CLNC DEL	UNICOM
124.725	132.75	363.1	121.6	122.8 (CTAF) L



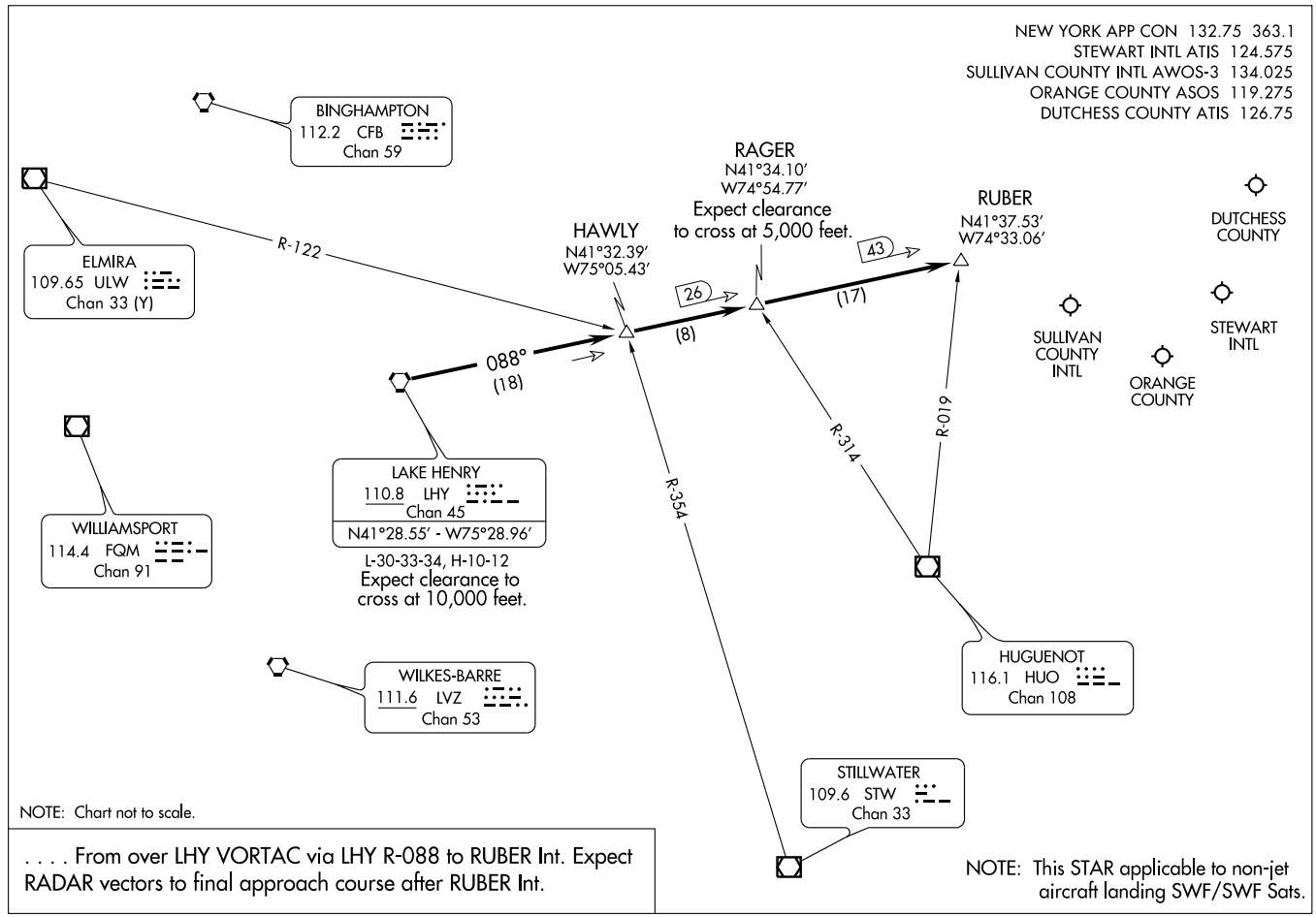




CATEGORY	A	B	C	D
LNAV MDA	1780-1 390 (400-1)			1780-1¼ 390 (400-1¼)
CIRCLING	1900-1 497 (500-1)		1900-1½ 497 (500-1½)	1960-2 557 (600-2)

REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L

NE-2. 14 JAN 2010 to 11 FEB 2010



RUBER ONE ARRIVAL (RUBER.RUBER1) 08045

ST-450 (FAA)

NEWBURGH, NEW YORK

VOR/DME HUO	APP CRS	Rwy Ldg	5700
116.1	344°	TDZE	1390
Chan 108		Apt Elev	1403

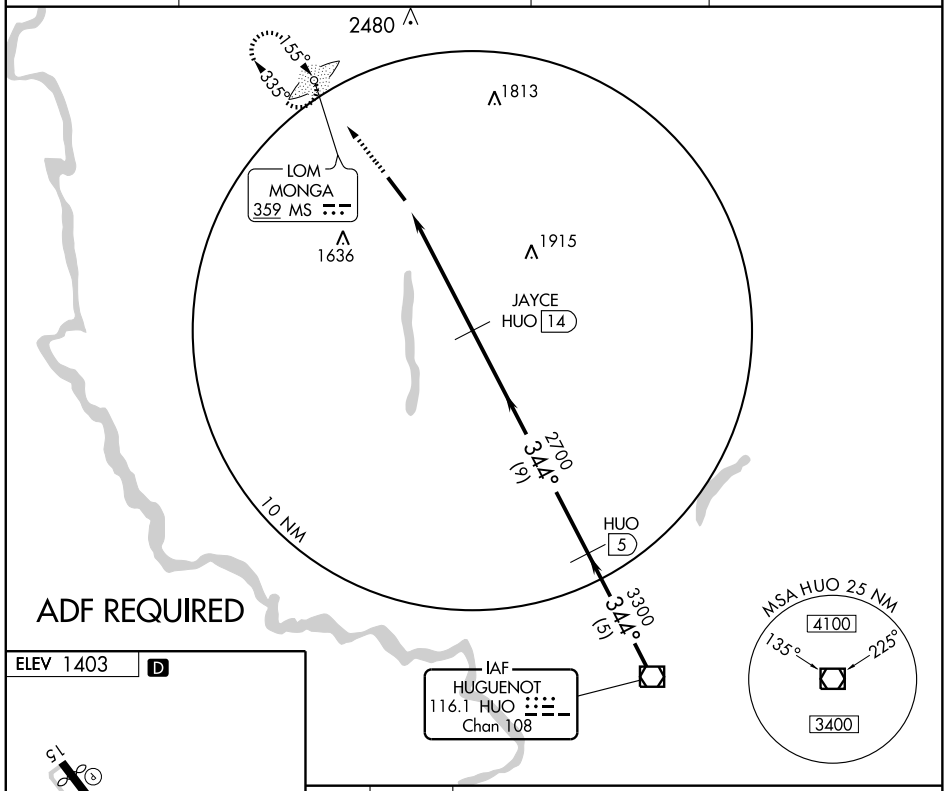
VOR/DME RWY 33

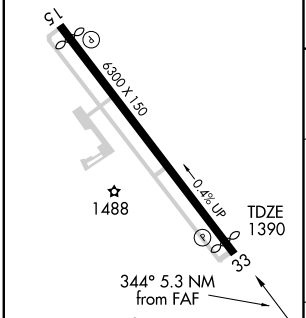
MONTICELLO/ SULLIVAN COUNTY INTL (MSV)

T NA If local altimeter setting not received, use Newburgh/Stewart Intl altimeter setting and increase all MDAs 160 feet.

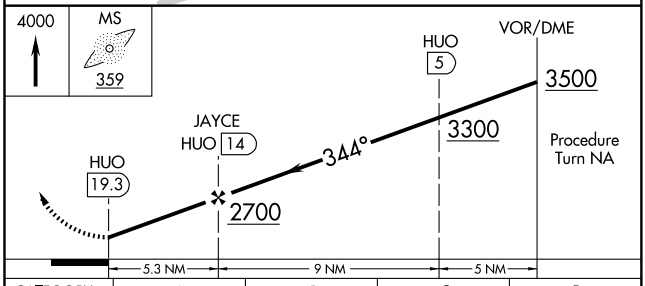
MISSED APPROACH: Climb to 4000 direct MS LOM and hold.

AWOS-3	NEW YORK APP CON		CLNC DEL	UNICOM
124.725	132.75	363.1	121.6	122.8 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



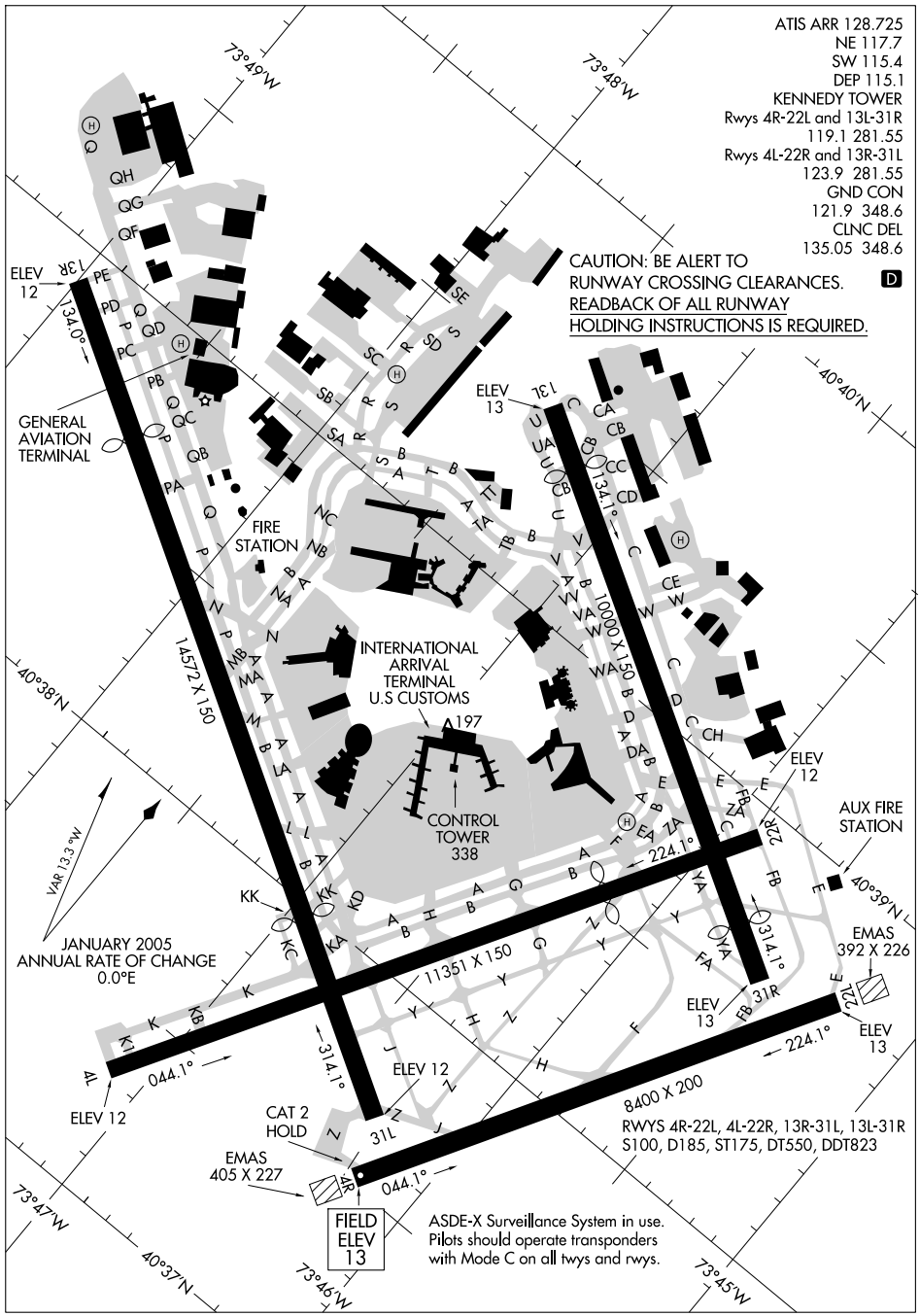
CATEGORY	A	B	C	D
S-33	1980-1 590 (600-1)		1980-1½ 590 (600-1½)	1980-1¾ 590 (600-1¾)
CIRCLING	1980-1 577 (600-1)		1980-1½ 577 (600-1½)	1980-2 577 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-610 (FAA)

NEW YORK / JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK

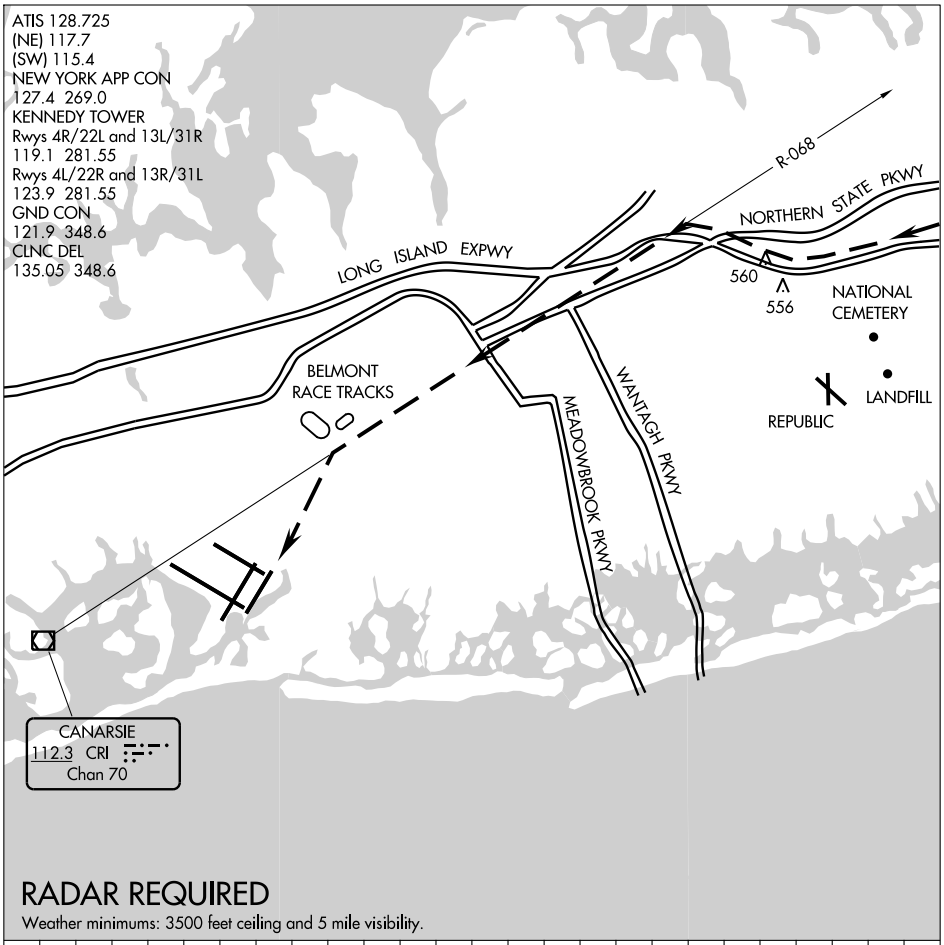


NE-2, 14 JAN 2010 to 11 FEB 2010

BELMONT VISUAL RWY 22L

AL-610 (FAA)

NEW YORK/ JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK



RADAR REQUIRED

Weather minimums: 3500 feet ceiling and 5 mile visibility.

NM	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25

BELMONT VISUAL RUNWAY 22L

When cleared for the Belmont Visual Approach to Runway 22L, follow the Long Island Expressway westbound until intercepting CRI R-068 at 3000'. Navigate on CRI R-068 till abeam Belmont Race Track at 1600'. Remain east of Belmont Race Track and proceed direct to JFK Runway 22L.

ATIS DEP 115.1 128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750

TAKEOFF MINIMUMS:
Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD wth minimum climb 220' per mile to 300'
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240' per mile to 2400'

*NOTE: To be assigned during the period 2200-0700 local.

N

QUBIS
N47°32.00'
W 67°46.00'

TAFFY
N47°22.40'
W67°18.23'
H-11

EBONY
N44°54.14'
W67°09.39'
H-11

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54'-W70°36.81'
L-32, H-11-12

TOPPS
N45°20.41'
W67°44.32'
H-11

ALLEX
N44°25.00'
W67°00.00'
H-11

TUSKY
N43°33.90'
W67°00.00'
H-11

MARTN
N42°34.86'
W73°16.23'
H-10-11-12

WITCH
N42°41.00'
W70°52.77'

BRADD
N43°09.00'
W67°00.00'
H-11

KANNI
N42°38.00'
W67°00.00'
H-11

HARTFORD
114.9 HFD
Chan 96
N41°38.46'-W72°32.86'
L-33-34, H-10-12

BOSTON
112.7 BOS
Chan 74
N42°21.45'
W70°59.37'
L-33-34, H-10-11-12

JUDDS
N41°38.08'
W73°06.34'
L-33-34

WHALE
N42°11.87'
W67°00.00'
H-11

GREKI
N41°28.80'
W73°18.85'
L-33-34, H-10-12

PUTNAM
117.4 PUT
Chan 121
N41°57.33'-W71°50.65'
L-33-34, H-10-11-12

VITOL
N41°47.00'
W67°00.00'
H-11

CANARSIE
112.3 CRI
Chan 70
N40°36.75'
W73°53.67'
L-33-34

Cross JFK R-253
at or above 2500'
maintain 5000'

MERIT
N41°22.92'
W73°08.25'
L-33-34

YAHOO
N41°04.16'
W69°44.77'
H-10

JFK
4.5 DME

R-039

100°

FL 180
083°
(143)

CRI 2 DME

R-253

BETTE
N40°33.55'
W73°00.70'
L-34

NANTUCKET
116.2 ACK
Chan 109
N41°16.91'-W70°01.60'
L-33, H-10-12

DOVEY
N41°07.00'
W67°00.00'
H-10-11

CRI 3 DME

R-223

R-232

HAPIE
N40°23.19'
W72°58.96'
L-34

*GATEWAY
CLIMB

JOBOC
N40°07.00'
W67°00.00'
H-10

220°

220°

BREEZY POINT
CLIMB

JFK
5

BRIDGE
414 OGY
N40°34.09'
W73°52.98'
L-34

KENNEDY
115.9 JFK
Chan 106
N40°37.97'-W73°46.28'
L-33-34, H-10-12

BRIDGE
CLIMB

CANARSIE
CLIMB

R-176

CRI

NOTE: Chart not to scale.

(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.
TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.
* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
NANTUCKET TRANSITION (BETTE3.ACK): From over BETTE INT to ACK VOR/DME.

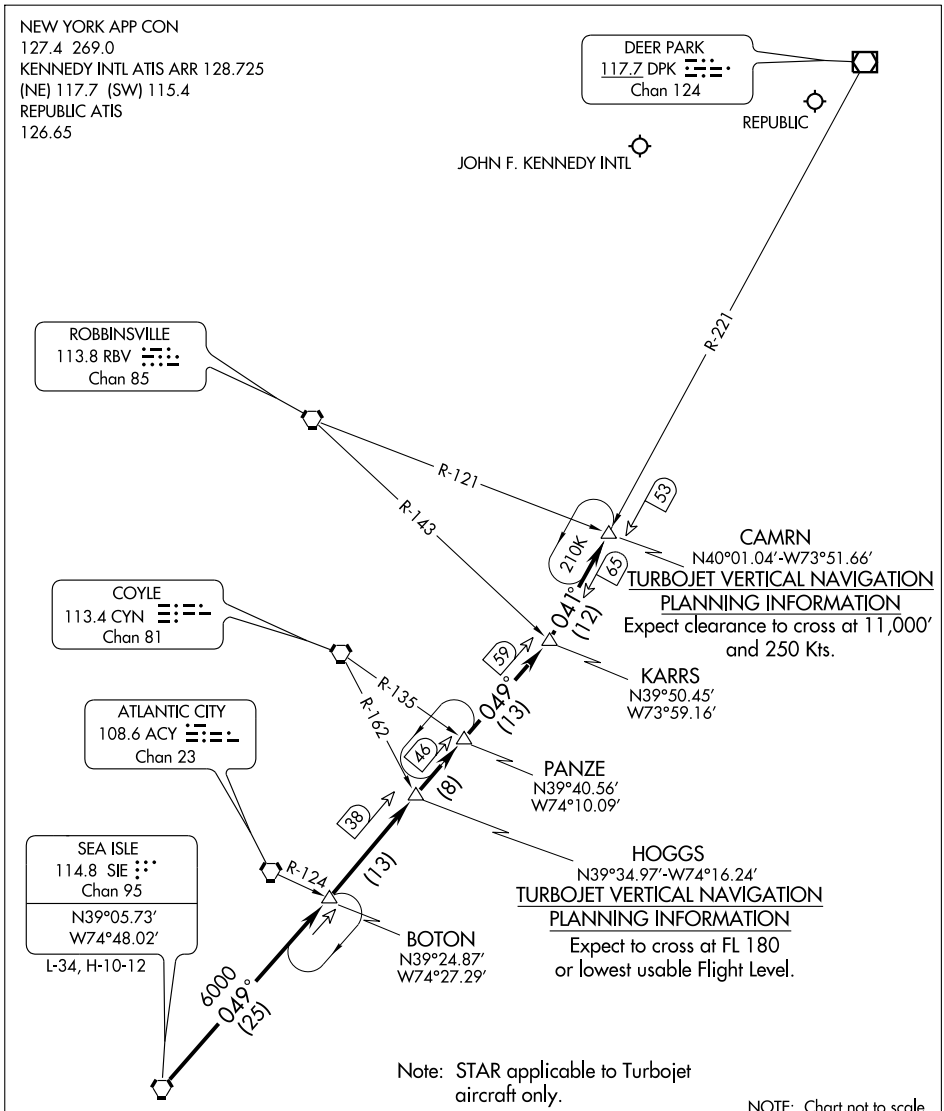
BETTE: Via radar vectors to BETTE direct ACK VOR/DME. Expect clearance to filed altitude/flight level ten minutes after departure.

* NOTE: To be assigned during the period 2200-0700 local.
NOTE: RNAV equipped aircraft only.
NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64′ AGL taxiing aircraft 691′ from departure end of rwy, 390′ left or right of rwy centerlines. Cross DER at or above 35′ AGL/47′ MSL.
Rwy 4R, cross DER at or above 21′ AGL/33′ MSL.
Rwy 13L, cross DER at or above 3′ AGL/15′ MSL.
Rwys 13R, 31L, 31R cross DER at or above 35′ AGL/47′ MSL.

CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK



From over SIE VORTAC via SIE R-049 and DPK R-221 to CAMRN INT. Expect radar vectors to final approach fix in use.

NEW YORK, NEW YORK

AL-610 (FAA)

APP CRS	Rwy Idg	N/A
028°	TDZE	N/A
	Apt Elev	N/A

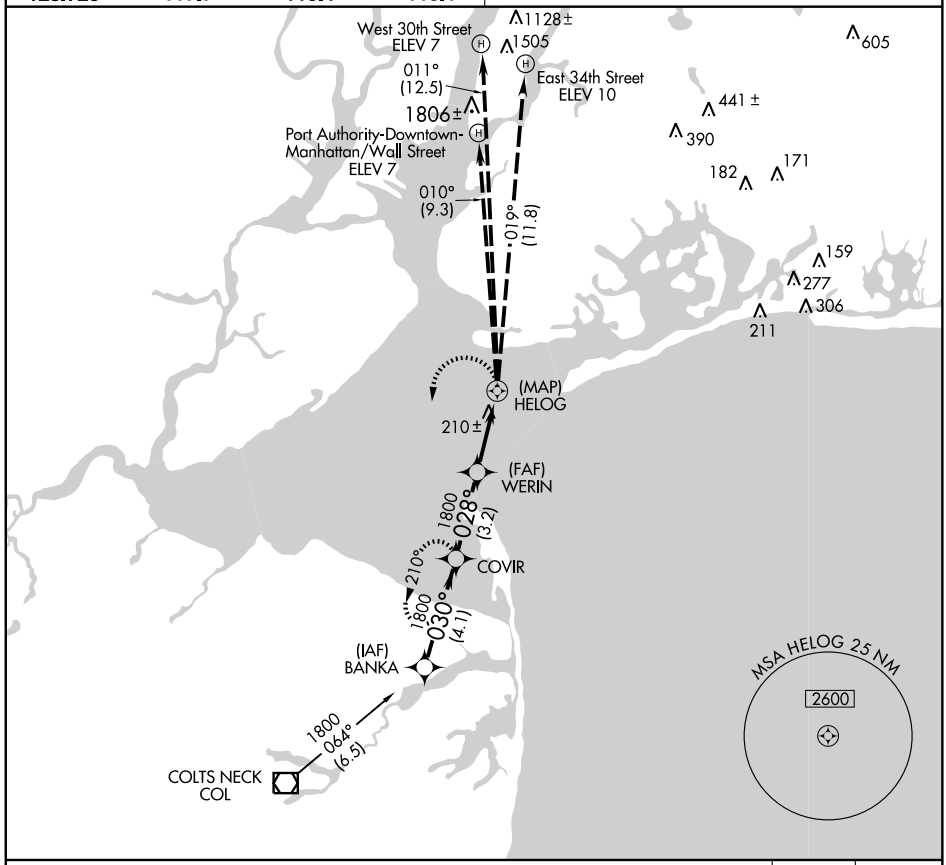
COPTER RNAV (GPS) 028°

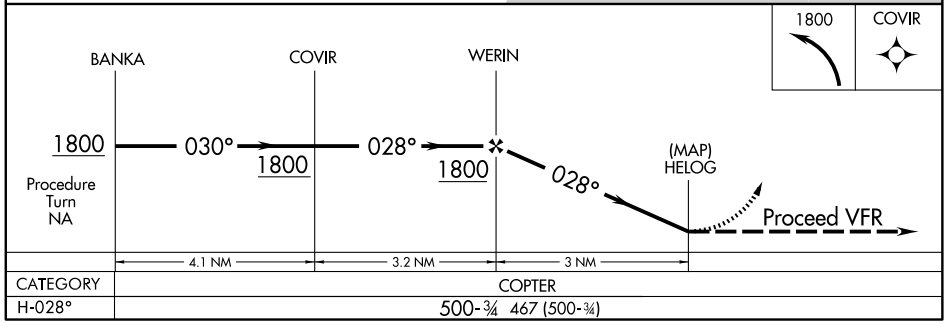
NEW YORK/ JOHN F. KENNEDY INTL (JFK)

NA Proceed VFR from HELOG WP or conduct the specified missed approach. Limit final and missed approach airspeed to 70 KIAS. Use John F. Kennedy Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 1800 direct COVIR WP and hold.

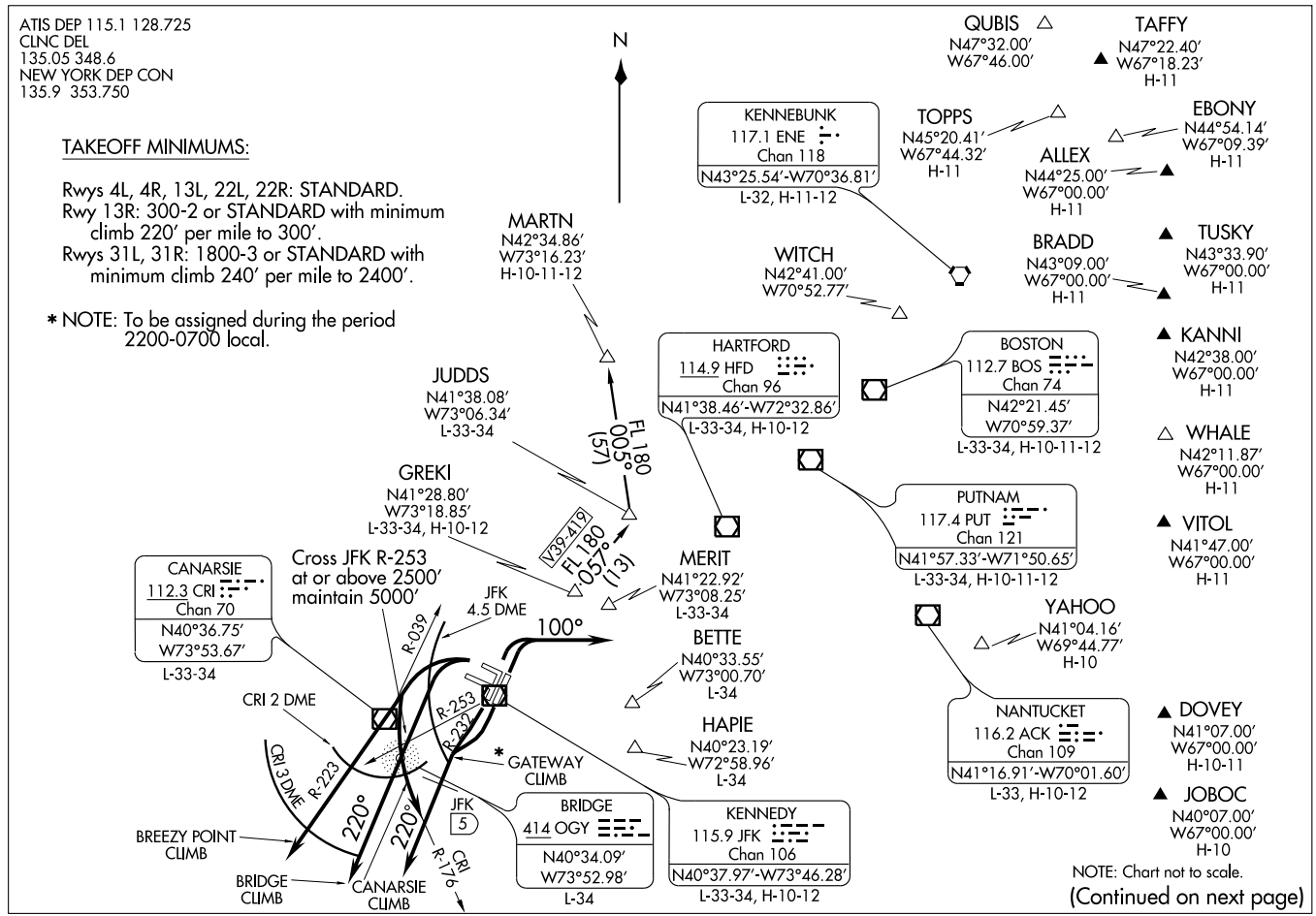
ATIS				NEW YORK APP CON	
ARR	ARR-NE	ARR-SW	DEP		
128.725	117.7	115.4	115.1	127.4	269.0





CATEGORY	COPTER
H-028°	500-¾ 467 (500-¾)

NE-2. 14 JAN 2010 to 11 FEB 2010


ATIS DEP 115.1 128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750
TAKEOFF MINIMUMS:
Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum climb 220′ per mile to 300′.
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240′ per mile to 2400′.
* NOTE: To be assigned during the period 2200-0700 local.
N
QUBIS
N47°32.00′
W67°46.00′
TAFFY
N47°22.40′
W67°18.23′
H-11
KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
L-32, H-11-12
TOPPS
N45°20.41′
W67°44.32′
H-11
EBONY
N44°54.14′
W67°09.39′
H-11
ALLEX
N44°25.00′
W67°00.00′
H-11
MARTN
N42°34.86′
W73°16.23′
H-10-11-12
WITCH
N42°41.00′
W70°52.77′
BRADD
N43°09.00′
W67°00.00′
H-11
TUSKY
N43°33.90′
W67°00.00′
H-11
KANNI
N42°38.00′
W67°00.00′
H-11
HARTFORD
114.9 HFD
Chan 96
N41°38.46′-W72°32.86′
L-33-34, H-10-12
BOSTON
112.7 BOS
Chan 74
N42°21.45′
W70°59.37′
L-33-34, H-10-11-12
JUDDS
N41°38.08′
W73°06.34′
L-33-34
FL 180
005°
(57)
WHALE
N42°11.87′
W67°00.00′
H-11
GREKI
N41°28.80′
W73°18.85′
L-33-34, H-10-12
V39-419
FL 180
057°
(113)
PUTNAM
117.4 PUT
Chan 121
N41°57.33′-W71°50.65′
L-33-34, H-10-11-12
VITOL
N41°47.00′
W67°00.00′
H-11
CANARSIE
112.3 CRI
Chan 70
N40°36.75′
W73°53.67′
L-33-34
Cross JFK R-253
at or above 2500′
maintain 5000′
MERIT
N41°22.92′
W73°08.25′
L-33-34
JFK
4.5 DME
R-039
100°
YAHOO
N41°04.16′
W69°44.77′
H-10
BETTE
N40°33.55′
W73°00.70′
L-34
CRI 2 DME
R-253
R-239
HAPIE
N40°23.19′
W72°58.96′
L-34
NANTUCKET
116.2 ACK
Chan 109
N41°16.91′-W70°01.60′
L-33, H-10-12
DOVEY
N41°07.00′
W67°00.00′
H-10-11
CRI 3 DME
R-223
* GATEWAY CLIMB
JOBOC
N40°07.00′
W67°00.00′
H-10
220°
220°
JFK
5
BRIDGE
414 OGY
N40°34.09′
W73°52.98′
L-34
KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′
L-33-34, H-10-12
BREEZY POINT CLIMB
BRIDGE CLIMB
CANARSIE CLIMB
R-176
CRI
NOTE: Chart not to scale.
(Continued on next page)

GREKI THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

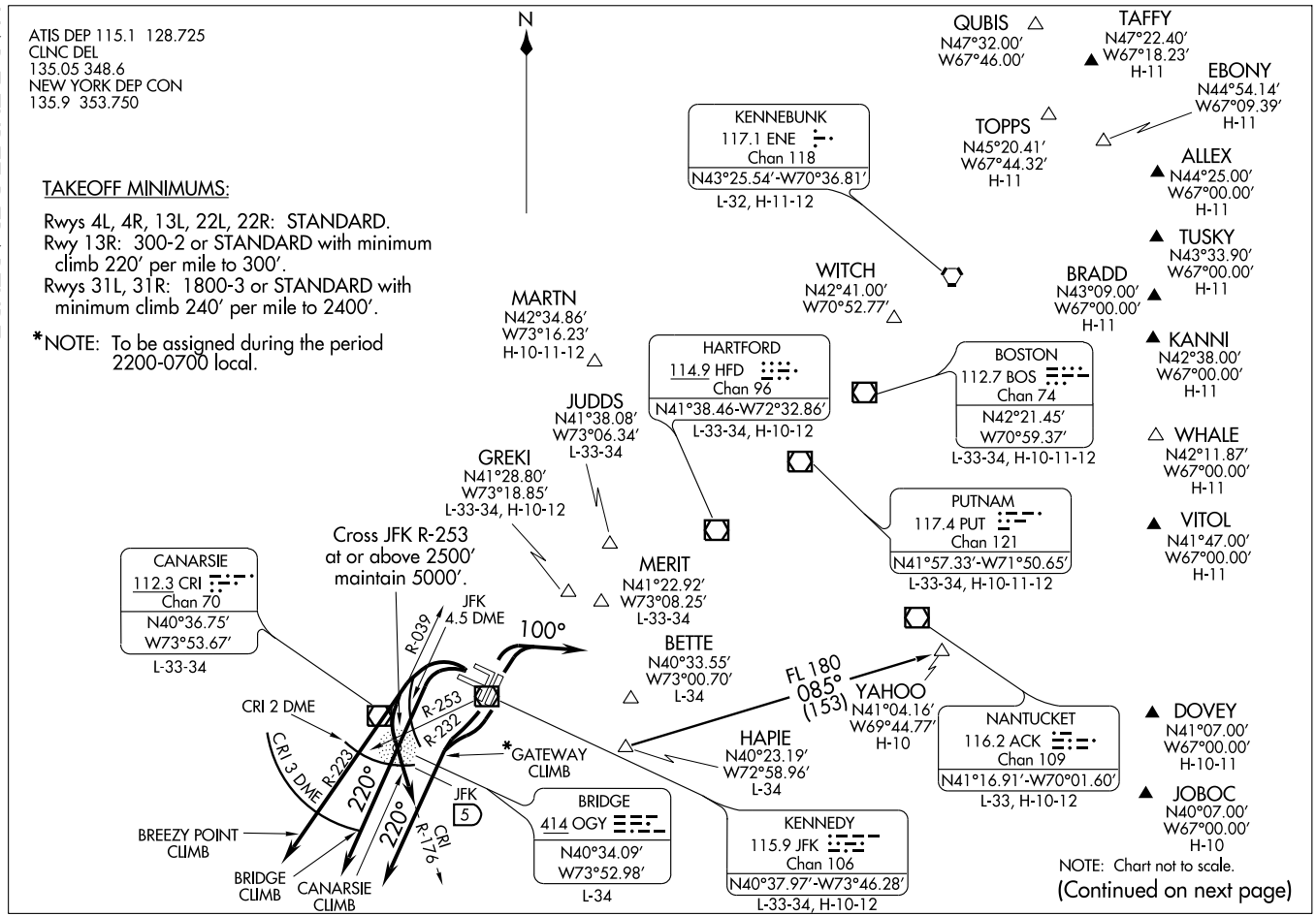
TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.
TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet,
* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
MARTN TRANSITION (GREKI3.MARTN): From over GREKI INT to JUDDS INT, then to MARTN INT.

GREKI: Via radar vectors to GREKI direct JUDDS direct MARTN. Expect clearance to filed altitude/flight level ten minutes after departure.

* NOTE: To be assigned during the period 2200-0700 local.
NOTE: RNAV equipped aircraft only.
NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.
Rwy 4R, cross DER at or above 21' AGL/33' MSL.
Rwy 13L, cross DER at or above 3' AGL/15' MSL.
Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

NE-2, 14 JAN 2010 to 11 FEB 2010


ATIS DEP 115.1 128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750
TAKEOFF MINIMUMS:
Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum climb 220' per mile to 300'.
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240' per mile to 2400'.
*NOTE: To be assigned during the period 2200-0700 local.
N
QUBIS
N47°32.00'
W67°46.00'
TAFFY
N47°22.40'
W67°18.23'
H-11
EBONY
N44°54.14'
W67°09.39'
H-11
KENNEBUNK
117.1 ENE
Chan 118
N43°25.54'-W70°36.81'
L-32, H-11-12
TOPPS
N45°20.41'
W67°44.32'
H-11
ALLEX
N44°25.00'
W67°00.00'
H-11
TUSKY
N43°33.90'
W67°00.00'
H-11
WITCH
N42°41.00'
W70°52.77'
BRADD
N43°09.00'
W67°00.00'
H-11
MARTN
N42°34.86'
W73°16.23'
H-10-11-12
KANNI
N42°38.00'
W67°00.00'
H-11
HARTFORD
114.9 HFD
Chan 96
N41°38.46-W72°32.86'
L-33-34, H-10-12
BOSTON
112.7 BOS
Chan 74
N42°21.45'
W70°59.37'
L-33-34, H-10-11-12
JUDDS
N41°38.08'
W73°06.34'
L-33-34
WHALE
N42°11.87'
W67°00.00'
H-11
GREKI
N41°28.80'
W73°18.85'
L-33-34, H-10-12
PUTNAM
117.4 PUT
Chan 121
N41°57.33'-W71°50.65'
L-33-34, H-10-11-12
VITOL
N41°47.00'
W67°00.00'
H-11
Cross JFK R-253
at or above 2500'
maintain 5000'.
MERIT
N41°22.92'
W73°08.25'
L-33-34
CANARSIE
112.3 CRI
Chan 70
N40°36.75'
W73°53.67'
L-33-34
JFK
4.5 DME
R-039
100°
BETTE
N40°33.55'
W73°00.70'
L-34
FL 180
085°
(153)
YAHOO
N41°04.16'
W69°44.77'
H-10
NANTUCKET
116.2 ACK
Chan 109
N41°16.91'-W70°01.60'
L-33, H-10-12
DOVEY
N41°07.00'
W67°00.00'
H-10-11
CRI 2 DME
R-253
R-232
CRI 3 DME
R-223
220°
*GATEWAY
CLIMB
HAPIE
N40°23.19'
W72°58.96'
L-34
JFK
5
JOBOC
N40°07.00'
W67°00.00'
H-10
BREEZY POINT
CLIMB
BRIDGE
414 OGY
N40°34.09'
W73°52.98'
L-34
KENNEDY
115.9 JFK
Chan 106
N40°37.97'-W73°46.28'
L-33-34, H-10-12
220°
CRI
R-179
BRIDGE
CLIMB
CANARSIE
CLIMB
NOTE: Chart not to scale.
(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.
TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.
* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

YAHOO TRANSITION (HAPIE3.YAHOO): From over HAPIE INT to YAHOO INT.

HAPIE: Via radar vectors to HAPIE direct YAHOO INT. Expect clearance to filed altitude/flight level ten minutes after departure.

* NOTE: To be assigned during the period 2200-0700 local.
NOTE: RNAV equipped aircraft only.
NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64′ AGL taxiing aircraft 691′ from departure end of rwy, 390′ left or right of rwy centerline. Cross DER at or above 35′ AGL/47′ MSL.
Rwy 4R, cross DER at or above 21′ AGL/33′ MSL.
Rwy 13L, cross DER at or above 3′ AGL/15′ MSL.
Rwys 13R, 31L, 31R cross DER at or above 35′ AGL/47′ MSL.

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-TLK	APP CRS	Rwy Idg	9095
111.5	135°	TDZE	13
Chan 52		Apt Elev	13

ILS or LOC RWY 13L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct to DPK VOR/DME and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW)	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
128.725 117.7 115.4		Rwys 4L/22R and 13R/31L 123.9 281.55		
DEP 115.1				

MISSED APCH FIX

DEER PARK DPK 117.7 Chan 124

R-078 258° 078°

LA GUARDIA 113.1 LGA Chan 78

LOCALIZER 111.5 I-TLK Chan 52

KENNEDY 115.9 JFK Chan 106

315° 135° 10 NM

R-209 R-193

1128± 1505 1806± 1500 (1.5) 441± 390 605 182 171 277 159 211 306

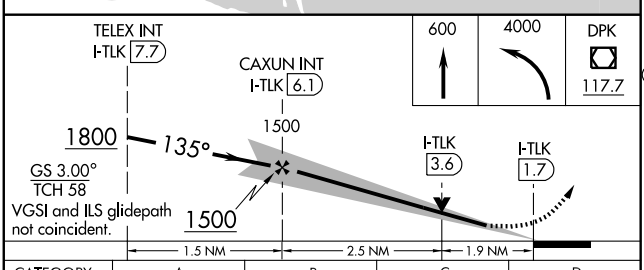
TELEX INT I-TLK 7.7

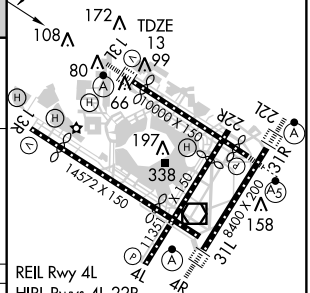
CAXUN INT I-TLK 6.1

RADAR REQUIRED

MSA JFK 25 NM

180° 2800 090° 2000





CATEGORY	A	B	C	D
S-ILS 13L	218/18 205 (300-½)			
S-LOC 13L	680/24 667 (700-½)		680/60 667 (700-1¼)	680-1½ 667 (700-1½)
CIRCLING	680-1 667 (700-1)		680-1¾ 667 (700-1¾)	680-2 667 (700-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-IWY	APP CRS	Rwy Idg 8400
110.9	225°	TDZE 13
Chan 46		Apt Elev 13

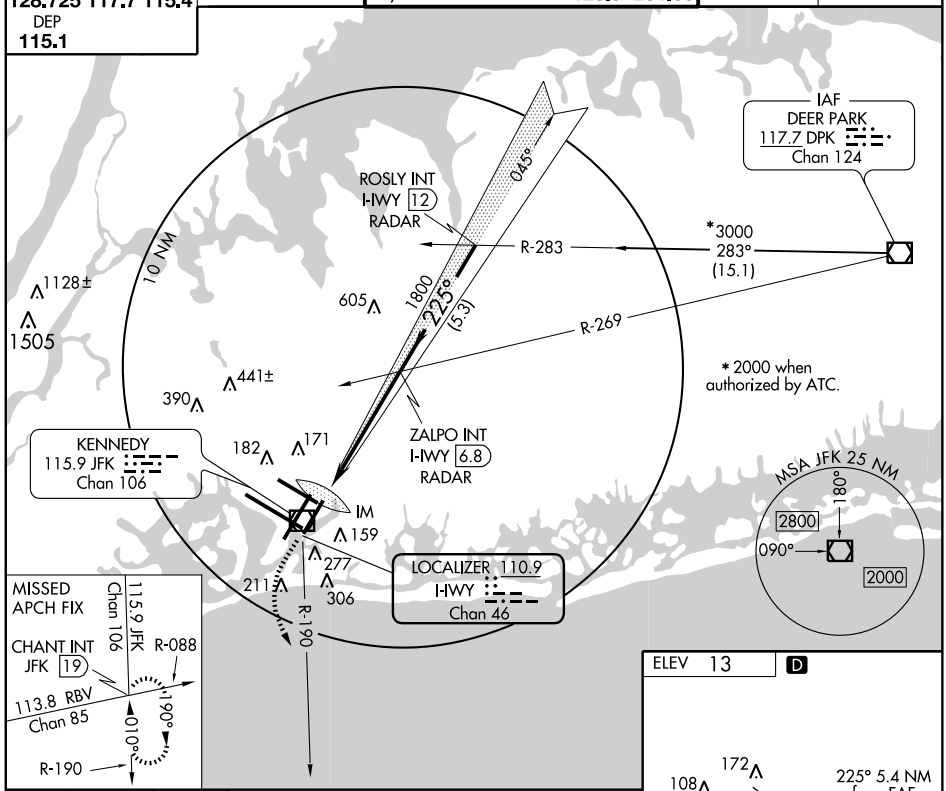
ILS or LOC RWY 22L

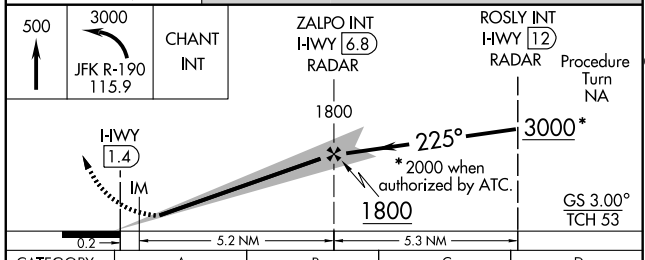
NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

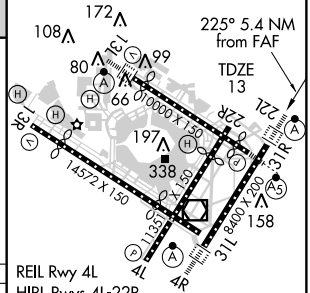
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT Int/19 DME and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW)	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
128.725 117.7 115.4		Rwys 4L/22R and 13R/31L 123.9 281.55		
DEP 115.1				





ELEV 13 D



REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L

CATEGORY	A	B	C	D
S-ILS 22L	213/18	200 (200-½)		
S-LOC 22L	460/24 447 (500-½)		460/40 447 (500-¾)	460/50 447 (500-1)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-MOH	APP CRS	Rwy Idg	11248
111.35	315°	TDZE	13
		Apt Elev	13

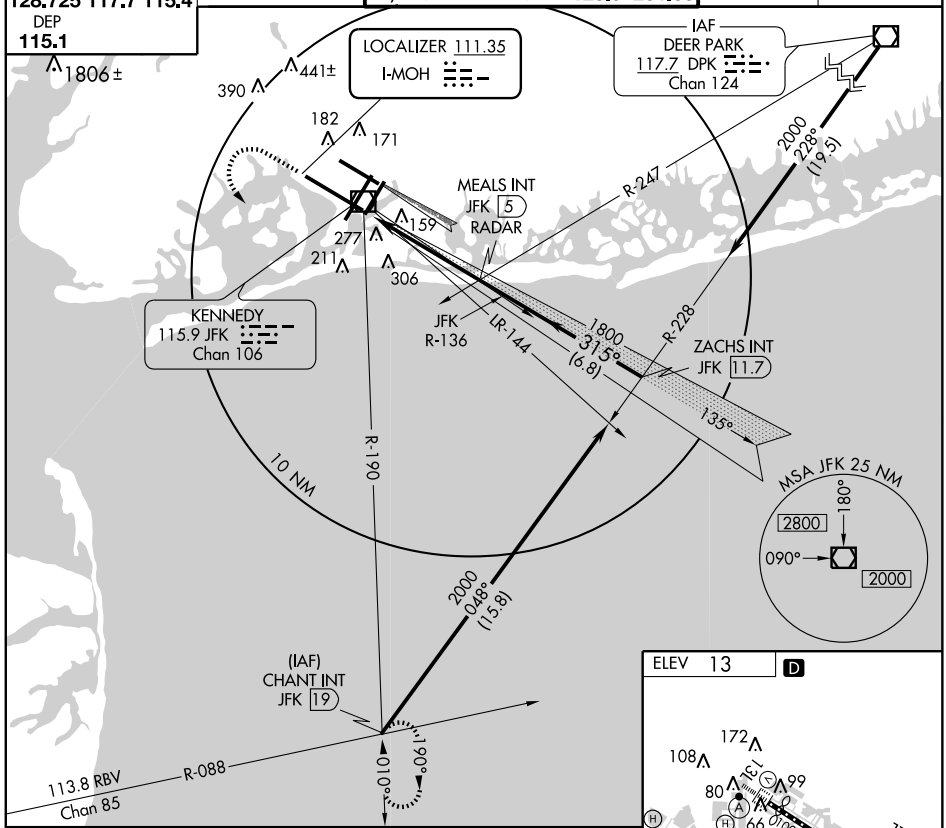
ILS or LOC RWY 31L

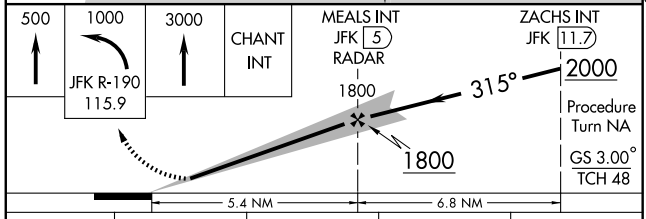
NEW YORK / JOHN F. KENNEDY INTL (JFK)

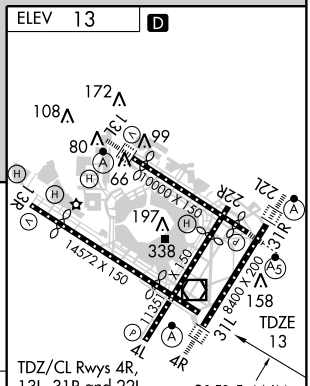
Simultaneous approach authorized with Rwy 31R.
DME from JFK VOR/DME.
LOC procedure NA during simultaneous operations.

MISSED APPROACH: Climb to 500 then climbing left turn to 1000 until intercepting JFK R-190, then climb to 3000 via JFK R-190 to CHANT Int/JFK 19 DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											







CATEGORY	A	B	C	D
S-ILS 31L		213/40	200 (200-¾)	
S-LOC 31L	440/50	427 (500-1)	440/60 427 (500-1¼)	440-1½ 427 (500-1½)
CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-RTH	APP CRS	Rwy Idg 8970
111.5	315°	TDZE 13
Chan 52		Apt Elev 13

ILS or LOC RWY 31R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

Simultaneous approach authorized with Rwy 31L. LOC procedure NA during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 2000 direct CRI VOR/DME then climb to 4000 via CRI VOR/DME R-225 to COL VOR/DME and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW)	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
128.725 117.7 115.4		Rwys 4L/22R and 13R/31L 123.9 281.55		
DEP 115.1				

RADAR REQUIRED

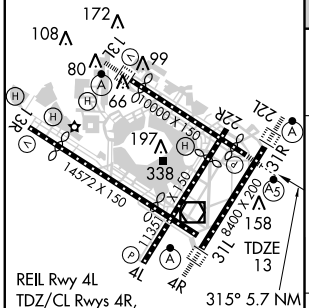
MISSED APCH FIX
R-010
190°
010°
COLTS NECK
115.4 COL
Chan 101

DEER PARK
117.7 DPK
Chan 124

605
10 NM
441±
390
182
171
LOCALIZER 111.5
I-RTH
Chan 52
ZULAB INT
I-RTH 5.3
RADAR
134
159
277
211
306
1900
315° (3.7)
315° (2.6)
3000*
R-246
R-236
R-228
*2000 when authorized by ATC.
135°
KENNEDY
115.9 JFK
Chan 106
CANARSIE
112.3 CRI
Chan 70
MALDE INT
I-RTH 9
(IF)
CATOD INT
I-RTH 11.6
MSA JFK 25 NM
180°
2800
090°
2000

ALTERNATE MISSED APCH FIX
113.8 RBV
Chan 85
R-088
190°
010°
CHANT INT
JFK 19
R-190
115.9 JFK
Chan 52

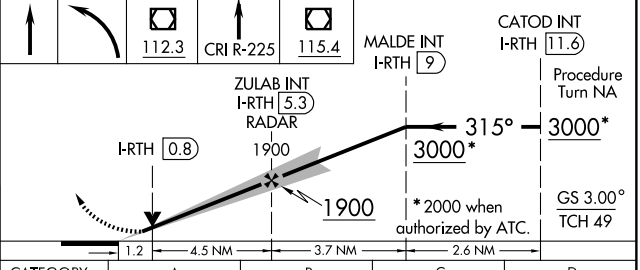
ELEV 13 D



REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L
HIRL Rwys 4L-22R 4R-22L, 13R-31L and 13L-31R

315° 5.7 NM from FAF

1800	2000	CRI	4000	COL
		112.3	CRI R-225	115.4



CATEGORY	A	B	C	D
S-ILS 31R	213/18 200 (200-½)			
S-LOC 31R	440/24 427 (500-½)		440/40 427 (500-¾)	440/50 427 (500-1)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-HIQ	APP CRS	Rwy Idg 11351
110.9	045°	TDZE 12
Chan 46		Apt Elev 13

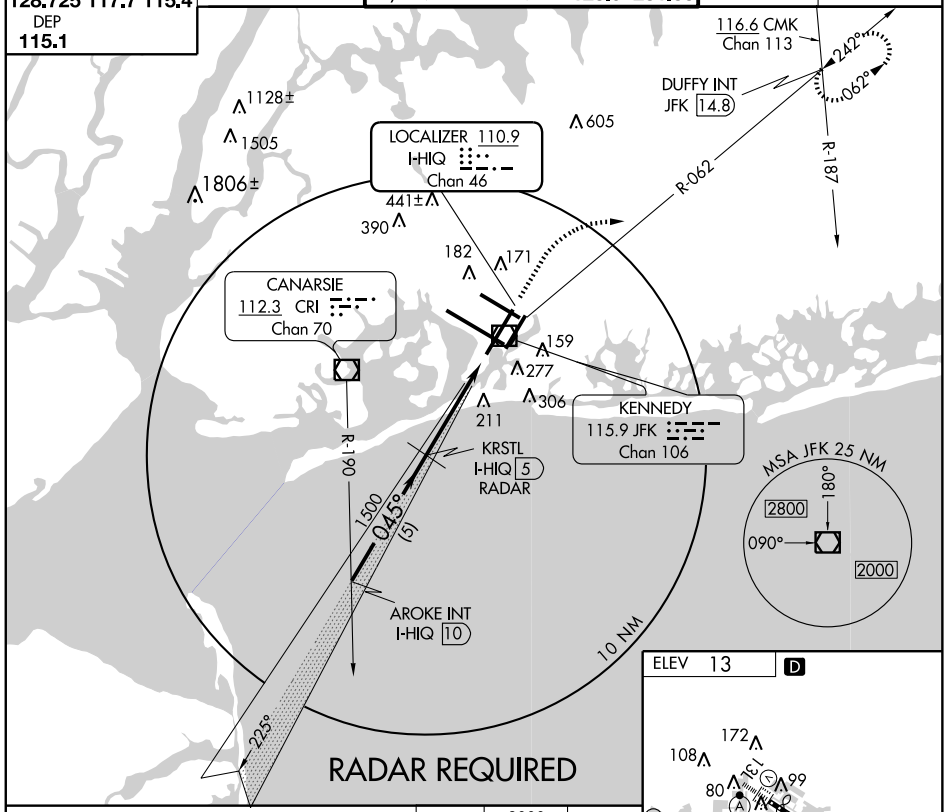
ILS RWY 4L

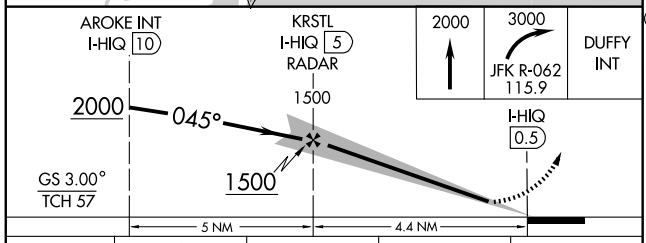
NEW YORK / JOHN F. KENNEDY INTL (JFK)

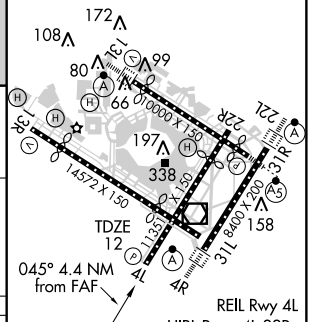
Radar or DME Required for S-LOC 4L.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via JFK R-062 to DUFFY Int/JFK 14.8 DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											







CATEGORY	A	B	C	D
S-ILS 4L	212/40 200 (200-¾)			
S-LOC 4L	400/50 388 (400-1)			400/60 388 (400-1¼)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-JFK	APP CRS	Rwy Idg	8400
109.5	045°	TDZE	13
Chan 32		Apt Elev	13

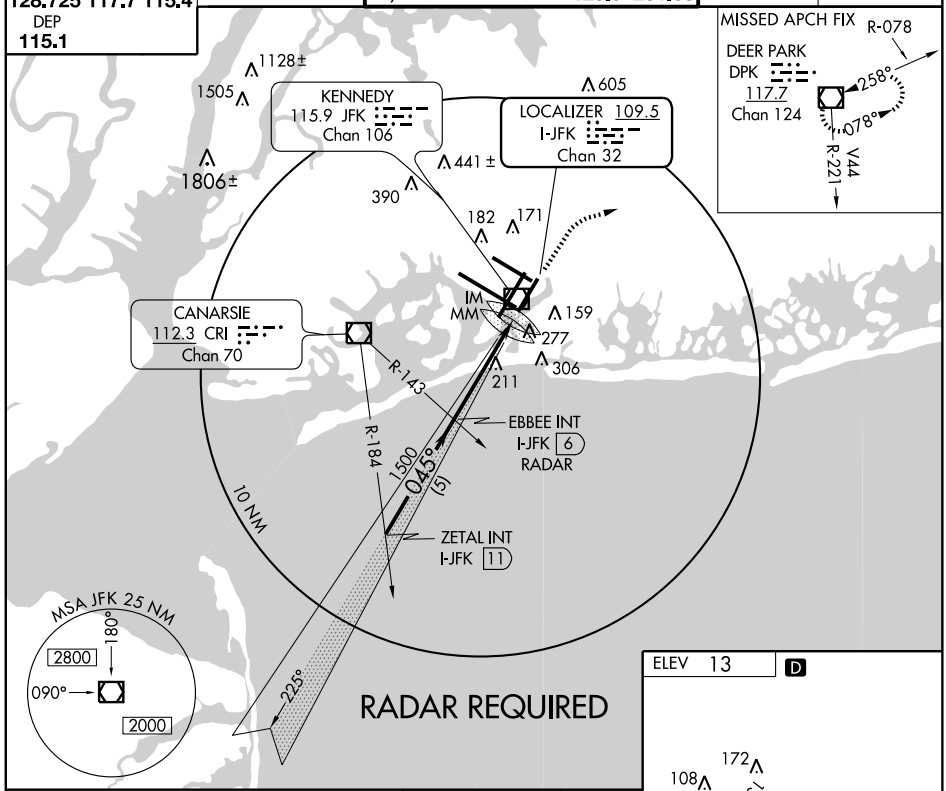
ILS RWY 4R

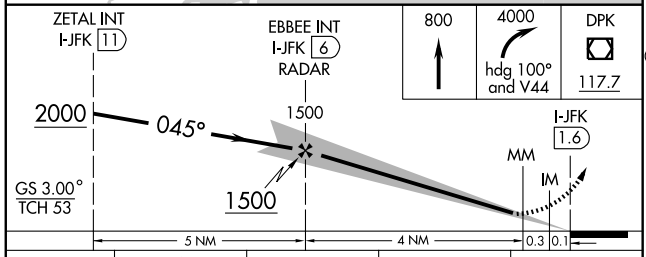
NEW YORK / JOHN F. KENNEDY INTL (JFK)

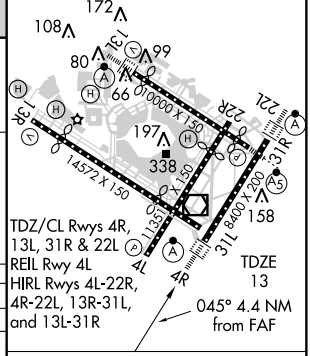
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON	KENNEDY TOWER		GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											







CATEGORY	A	B	C	D
S-ILS 4R	213/18		200 (200-½)	
S-LOC 4R	540/24	527 (600-½)	540/50 527 (600-1)	540/60 527 (600-1¼)
CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-JFK	APP CRS	Rwy Idg 8400
109.5	045°	TDZE 13
Chan 32		Apt Elev 13

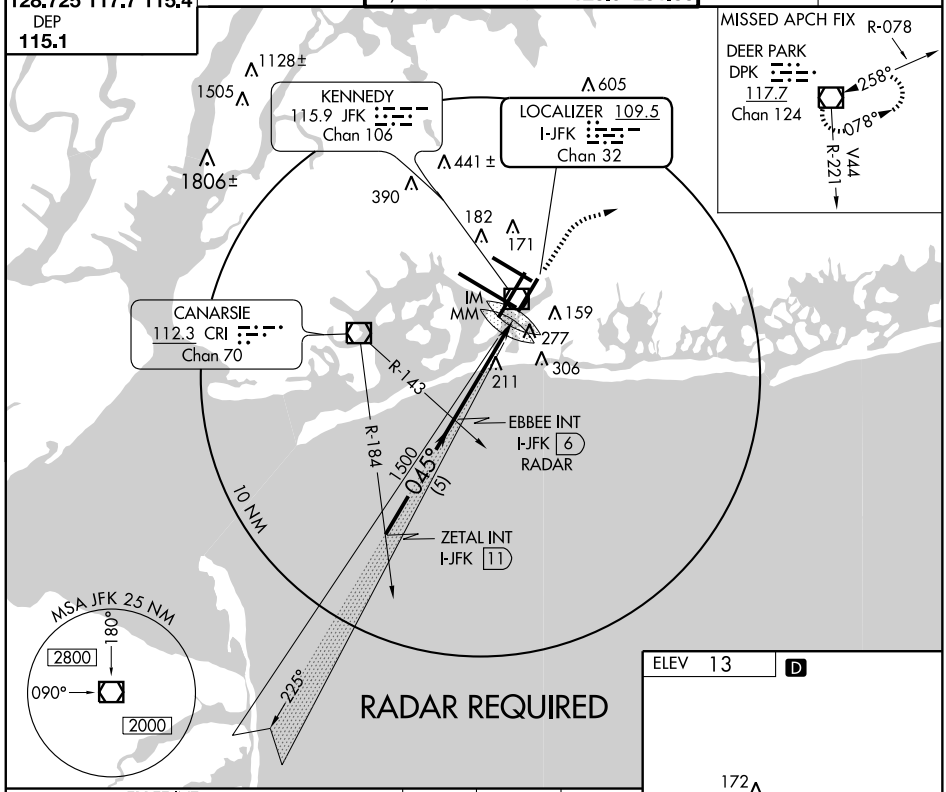
ILS RWY 4R (CAT II)

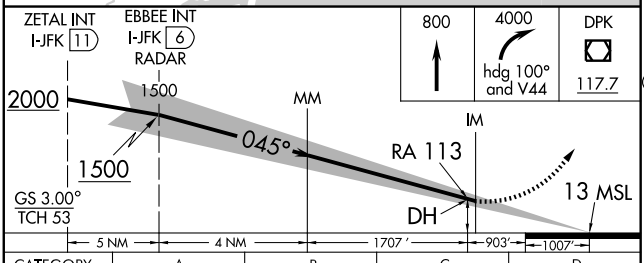
NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

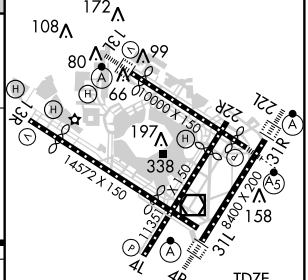
ATIS			NEW YORK APP CON	KENNEDY TOWER		GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											





CATEGORY	A	B	C	D
S-ILS 4R	RA 113/12	100 DA 113		

ELEV 13 D



TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-2. 14 JAN 2010 to 11 FEB 2010

NEW YORK, NEW YORK

AL-610 (FAA)

LOC/DME I-JFK	APP CRS	Rwy Idg 8400
109.5	045°	TDZE 13
Chan 32		Apt Elev 13

ILS RWY 4R (CAT III)

NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER		GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1 281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9 281.55				
DEP 115.1										

MISSED APCH FIX

DEER PARK DPK 117.7 Chan 124

R-078 258° 078° R-221 V44

1128± 1505 KENNEDY 115.9 JFK Chan 106 605 LOCALIZER 109.5 I-JFK Chan 32 441 ± 1806± 390 182 171 IM MM 159 277 306 211

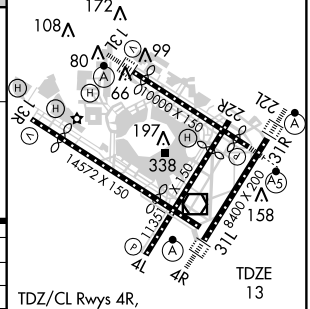
CANARSIE 112.3 CRI Chan 70

R-143 R-184 EBBEE INT I-JFK 6 RADAR 1500 045° 15.1 ZETAL INT I-JFK 11 10 NM

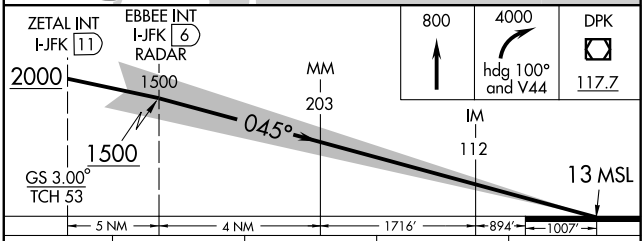
MSA JFK 25 NM 180° 2800 090° 2000 225°

RADAR REQUIRED

ELEV 13 D



TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R



CATEGORY	A	B	C	D
S-ILS 4R		CAT IIIa	RVR 07	
S-ILS 4R		CAT IIIb	RVR 06	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-2. 14 JAN 2010 to 11 FEB 2010

NEW YORK, NEW YORK

AL-610 (FAA)

ILS RWY 13L (CAT II)

NEW YORK / JOHN F. KENNEDY INTL (JFK)

LOC/DME	APP CRS	Rwy Idg	9095
I-TLK 111.5 Chan 52	135°	TDZE	13
		Apt Elev	13

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct to DPK VOR/DME and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW) 128.725 117.7 115.4	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
DEP 115.1		Rwys 4L/22R and 13R/31L 123.9 281.55		

MISSED APCH FIX

DEER PARK DPK 117.7 Chan 124

R-078 258° 078°

LA GUARDIA 113.1 LGA Chan 78

LOCALIZER 111.5 I-TLK Chan 52

315°

1128±

1505

605

R-209

R-193

1806±

1500

441±

135°

390

1500

TELEX INT I-TLK 7.7

182

171

CAXUN INT I-TLK 6.1

10 NM

277

159

211

306

KENNEDY 115.9 JFK Chan 106

MSA JFK 25 NM

180°

2800

090°

2000

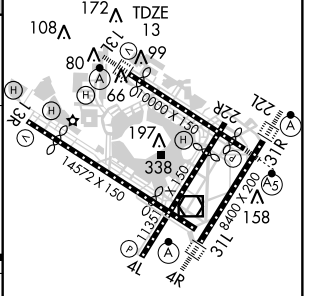
RADAR REQUIRED

NOTE: 99′ hangar abeam Rwy threshold 855′ left of Rwy centerline.
NOTE: 18′ fence abeam Rwy threshold 526′ right of Rwy centerline.
NOTE: 43′ light 691′ after Rwy threshold 691′ right of Rwy centerline, NW taxiway B/U/V intersection.
NOTE: 58′ antenna and building 1530′ after Rwy threshold 806′ left of Rwy centerline.
NOTE: 88′ hangar 4192′ after Rwy threshold 990′ left of Rwy centerline.

ELEV 13 D

CATEGORY	A	B	C	D
S-ILS 13L	RA 151/16 150 DA 163			

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R

NE-2. 14 JAN 2010 to 11 FEB 2010

NEW YORK, NEW YORK

AL-610 (FAA)

LOC/DME I-IWY	APP CRS	Rwy Idg 8400
110.9	225°	TDZE 13
Chan 46		Apt Elev 13

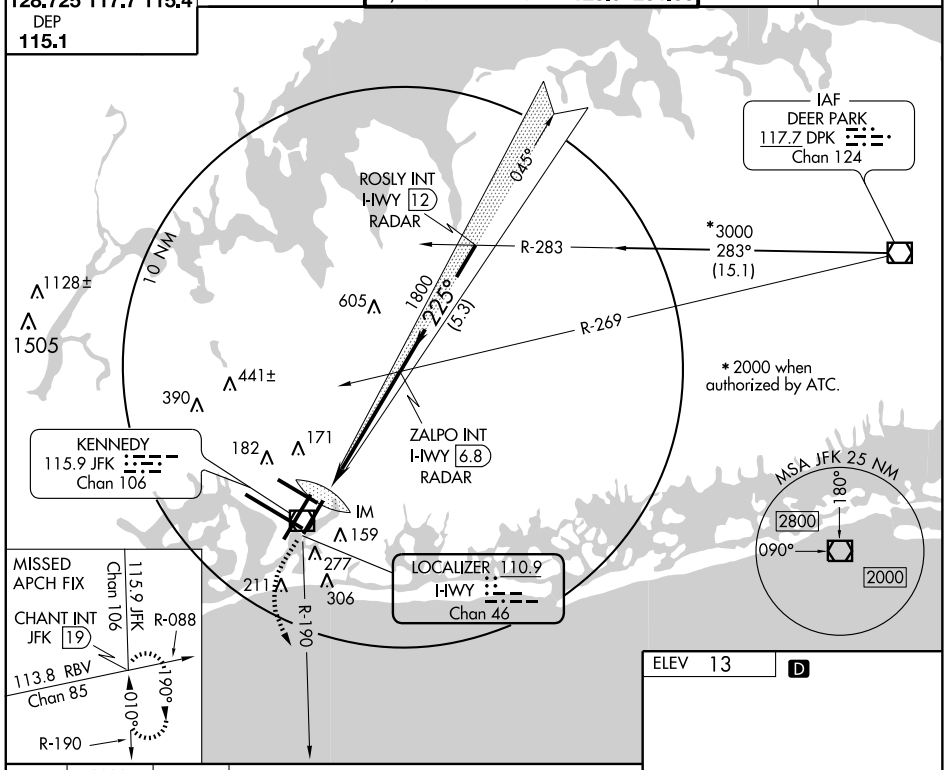
ILS RWY 22L (CAT II)

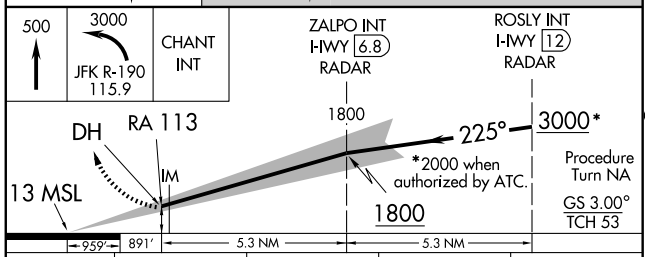
NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT Int/19 DME and hold.

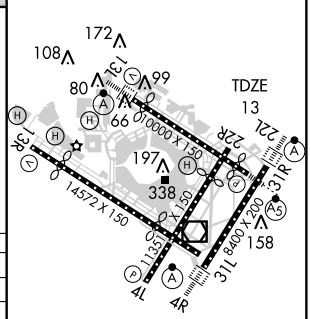
ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW)	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
128.725 117.7 115.4		Rwys 4L/22R and 13R/31L 123.9 281.55		
DEP 115.1				





CATEGORY	A	B	C	D
S-ILS 22L	RA 113/12 100 DA 113			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



REIL Rwy 4L
HIRL Rwys 4L-22R,
4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-IWY	APP CRS	Rwy Idg 8400
110.9 Chan 46	225°	TDZE 13 Apt Elev 13

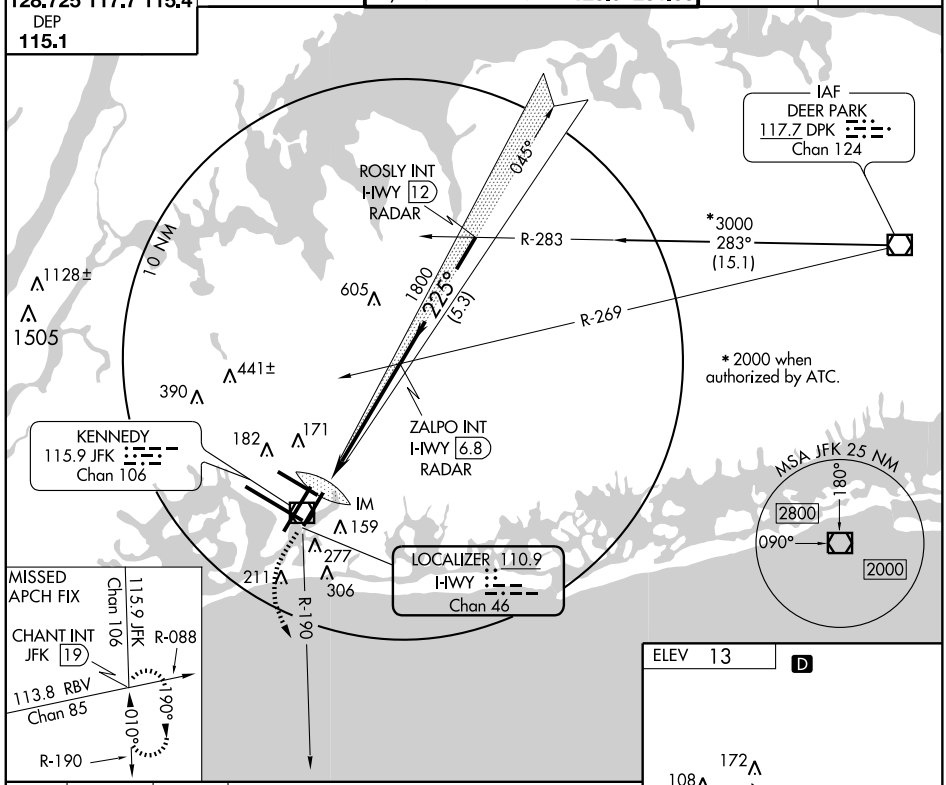
ILS RWY 22L (CAT III)

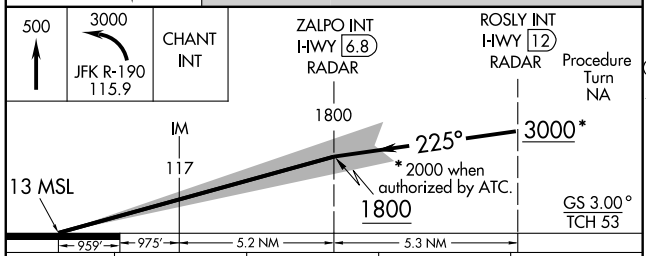
NEW YORK/JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT Int/19 DME and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW) 128.725 117.7 115.4 DEP 115.1	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6

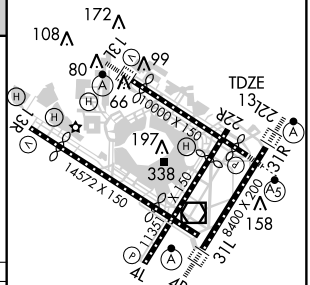




CATEGORY	A	B	C	D
S-ILS 22L	CAT IIIa RVR 07			
S-ILS 22L	CAT IIIb RVR 06			
S-ILS 22L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 13 D



REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-JOC	APP CRS	Rwy Idg 8655
109.5	222°	TDZE 13
Chan 32		Apt Elev 13

ILS RWY 22R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

MISSED APPROACH: Climb to 700 then climbing right turn to 4000 direct COL VOR/DME and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW)	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
128.725 117.7 115.4		Rwys 4L/22R and 13R/31L 123.9 281.55		
DEP 115.1				

RADAR REQUIRED

042°

10 NM

CORVT
I-JOC 10.1
RADAR

1900

222°

(5.1)

605

MATTR
I-JOC 5
RADAR

1128±

1505

1806±

441 ±

390

182

171

83 ±

KENNEDY
115.9 JFK
Chan 106

159

277

306

211

MISSED APCH FIX

COLTS NECK
COL
115.4
Chan 101

010°

190°

R-010

MSA JFK 25 NM

180°

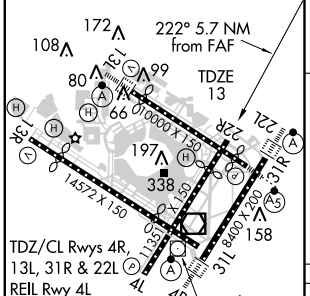
2800

090°

2000

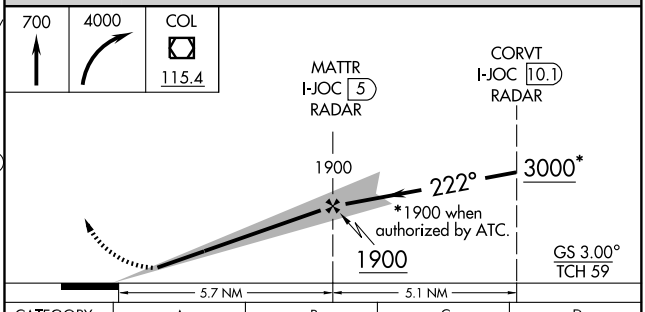
ELEV 13 D

LOCALIZER 109.5
I-JOC
Chan 32



TDZ/CL Rwys 4R, 13L, 31R & 22L
REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, and 13L-31R

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 22R	263/40 250 (300-¾)			
S-LOC 22R	460/50 447 (500-1)		460/60 447 (500-1¼)	460-1½ 447 (500-1½)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

KENNEBUNK FOUR ARRIVAL (ENE.ENE4) 09015

ST-610 (FAA)

NEW YORK, NEW YORK

. . . . From over ENE VORTAC, via direct ASPEN WPT, via direct PVD VORTAC. Then via PVD R-234 to TRAIT INT/WPT. Then via HTO R-052 to PARCH INT. Then via CCC R-085 to CCC VOR/DME. Then via CCC R-229 to ROBER INT. Direct JFK VOR/DME. Expect radar vectors to final approach course.

NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4

N

TAFFY
N47°22.40′
W67°18.27′

TOPPS
N45°20.41′
W67°44.32′

EBONY
N44°54.14′
W67°09.39′

ALLEX
N44°25.00′-W67°00.00′

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
H-11-12

R-044

2600
217°
(39)

ASPEN
N42°48.96′-W70°54.69′

GROTON
110.85 GON
Chan 45 (Y)

213°
(69)

R-057

PROVIDENCE
115.6 PVD
Chan 103
N41°43.46′
W71°25.78′

R-033

CALVERTON
117.2 CCC
Chan 119
N40°55.78′-W72°47.93′

R-128

2600
234°
(34)

TRAIT
N41°17.08′
W71°55.06′

Expect clearance to cross at FL 240.

HTO
232°

Expect clearance to cross at 12,000′ and 250 Kts.

KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′

NOTE: Inertial equipment required.

28

232°
(14)

PARCH
N41°05.95′
W72°07.24′

R-085

2300
265°
(32)

14

R-052

REPUBLIC

2300
229°
(18)

R-260

HAMPTON
113.6 HTO
Chan 83

R-096

2300
276°
(34)

ERICK
N40°47.01′
W72°44.52′

JOHN F. KENNEDY INTL

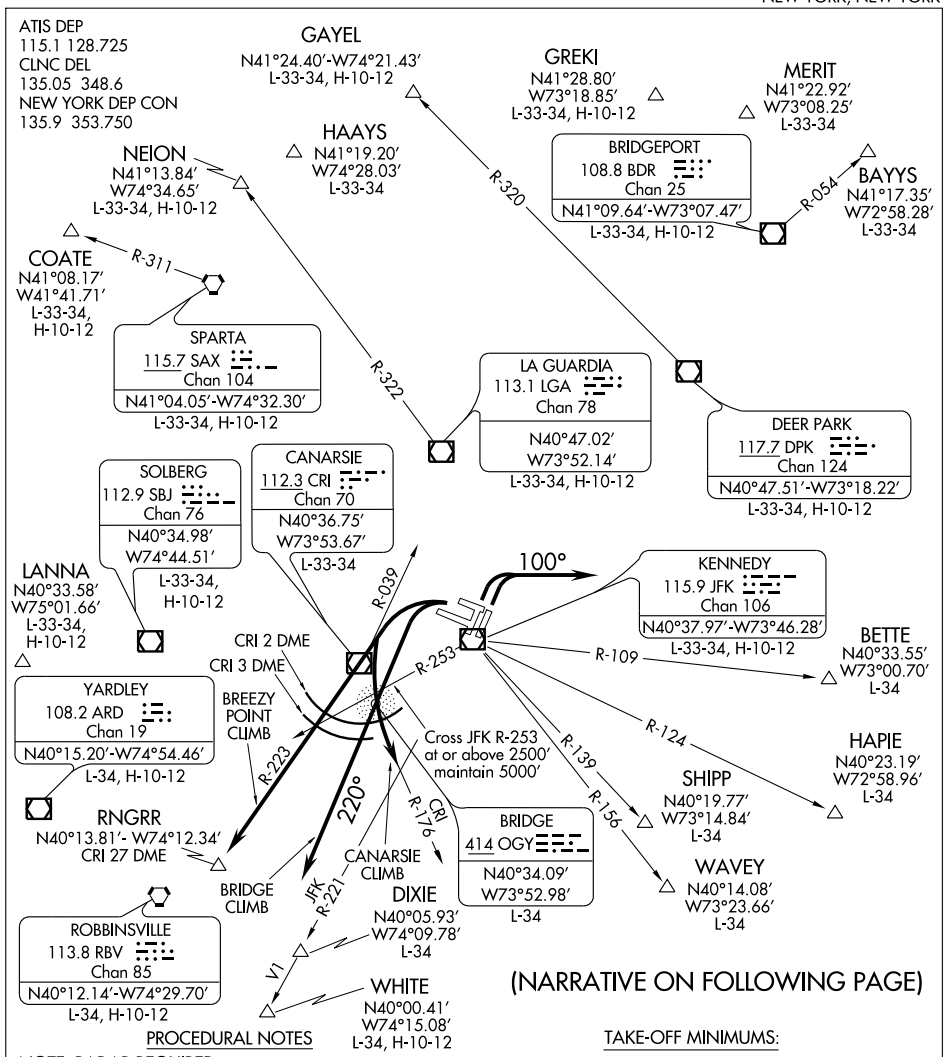
ROBER
N40°41.13′
W73°01.96′

Expect clearance to cross at 9000′.

NOTE: Chart not to scale.

KENNEDY ONE DEPARTURE

SL-610 (FAA)



(NARRATIVE ON FOLLOWING PAGE)

PROCEDURAL NOTES

NOTE: RADAR REQUIRED.

NOTE: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.

NOTE: BETTE departures expect vectors to JFK R-109.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.

NOTE: DIXIE departures expect vectors to JFK R-221.

NOTE: HAPIE departures expect vectors to JFK R-124.

NOTE: RBV departures expect vectors to RBV after RNGRR.

NOTE: SHIPP departures expect vectors to JFK R-139.

NOTE: WAVEY departures expect vectors to JFK R-156.

NOTE: WHITE departures expect vectors to V1.

TAKE-OFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R, 31R: STANDARD.

Rwy 13R: 300-1½ or STANDARD with minimum climb of 250′ per NM to 300′.

Rwy 31L, all climbs: STANDARD with minimum obstacle climb of 210′ per NM to 2000′, ATC Climb Gradients: BREEZY POINT CLIMB, 343′ per NM to 2500′, BRIDGE CLIMB, 534′ per NM to 2500′, CANARSIE CLIMB, 440′ per NM to 2500′.

Rwy 31R, ATC Climb Gradients: BREEZY POINT CLIMB, 287′ per NM to 2500′, BRIDGE CLIMB, 431′ per NM to 2500′, CANARSIE CLIMB, 357′ per NM to 2500′.

NOTE: Chart not to scale.

NE-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Climbing right turn to 5,000 feet via heading 100°, Thence....
TAKE-OFF RUNWAYS 13L/R: Climb via assigned heading, maintain 5,000 feet, Thence....
TAKE-OFF RUNWAYS 22L/R: Climb heading 225°, maintain 5,000 feet, Thence....
GATEWAY CLIMB*: Intercept the JFK VOR/DME R-232 southwest bound until 5 DME, then turn left heading 220°, maintain 5,000 feet, Thence....
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Climbing left turn direct CRI VOR/DME, make turn east of CRI R-039, then via CRI R-223 to RNGRR/CRI 27 DME. Cross CRI 3 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....
BRIDGE CLIMB**: Climbing left turn direct OGY NDB, then via heading 220°, make turn east of CRI R-039. Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....
CANARSIE CLIMB: Climbing left turn direct CRI VOR/DME, make turn east of CRI R-039, then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....
IDLEWILD CLIMB***: Climbing right turn to 2000 feet via heading 090°, remain within JFK 2.5 DME ****, Thence....
....Via vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

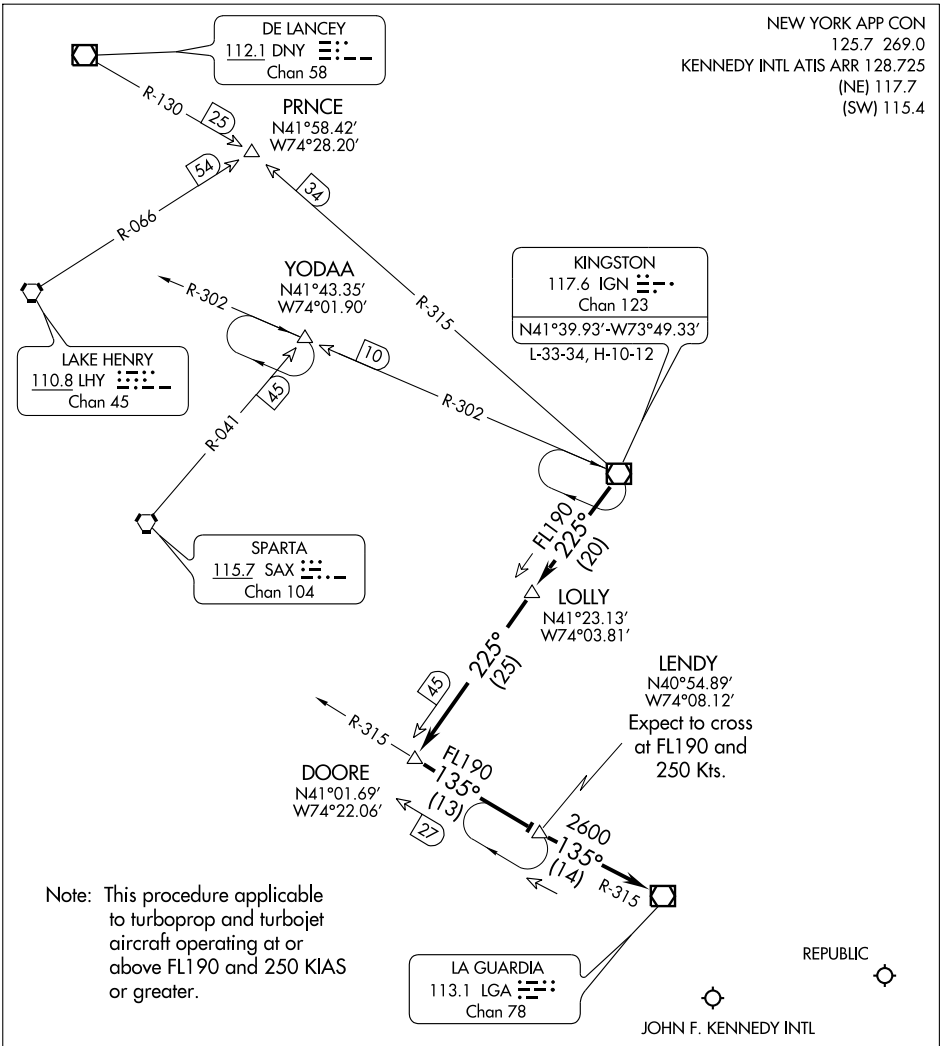
* To be assigned during the period 2200-0700 local.
** ADF Required.
*** To be assigned by ATC to NON-TURBOJET AIRCRAFT.
**** If unable to remain within JFK 2.5 DME, advise ATC.

TAKE-OFF OBSTACLES:

Rwy 4L: Taxiing Aircraft 691' from DER, 390' left or right of rwy centerline, 64' AGL/77' MSL. Cross DER at or above 35' AGL/47' MSL. Tree 1824' from DER, 180' right of rwy centerline, 63' AGL/79' MSL. Tree 1847' from DER, 88' left of rwy centerline, 54' AGL/67' MSL. Multiple Obstruction Lights on Fence beginning 249' from DER, 316' left of rwy centerline, 10' AGL/22' MSL.
Rwy 4R: Multiple Trees beginning 1294' from DER, 687' left of rwy centerline, up to 63' AGL/76' MSL. Tree 524' from DER, 613' right of rwy centerline, 20' AGL/33' MSL.
Rwy 13L: Elec Equipment 106' from DER, 416' left of rwy centerline, 10' AGL/17' MSL. Obstruction Light on GS Antenna 1046' from DER, 141' left of rwy centerline, 27' AGL/40' MSL.
Rwy 13R: Obstruction light on tank 1.12 NM from DER, 2116' right of rwy centerline, 215' AGL/227' MSL. Obstruction light on GS antenna 361' from DER, 405' left of rwy centerline, 32' AGL/45' MSL. Obstruction light on fence 98' from DER, 6' right of rwy centerline, 10' AGL/24' MSL. Tower 4690' from DER, 1386' right of rwy centerline, 127' AGL/140' MSL.
Rwy 31L: Tree 2076' from DER, 436' left of rwy centerline, 79' AGL/91' MSL. Bush 257' from DER, 530' left of rwy centerline, 13' AGL/25' MSL.
Rwy 31R: Tree 752' from DER, 654' left of rwy centerline, 39' AGL/ 52' MSL. Tree 561' from DER, 646' right of rwy centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from DER, 336' left of rwy centerline, up to 44' AGL/67' MSL. Vehicle on road 281' from DER, 501' left of rwy centerline, 15' AGL/26' MSL. Multiple obstruction lights on poles and fence beginning 365' from DER, 15' left of rwy centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from DER, 359' right of rwy centerline, 28' AGL/31' MSL. Approach light 190' from DER, 8' right of rwy centerline, 5' AGL/18' MSL. Fence 410' from DER, 352' right of rwy centerline, 10' AGL/23' MSL.

KINGSTON EIGHT ARRIVAL

NEW YORK, NEW YORK



DME REQUIRED

NOTE: Chart not to scale.

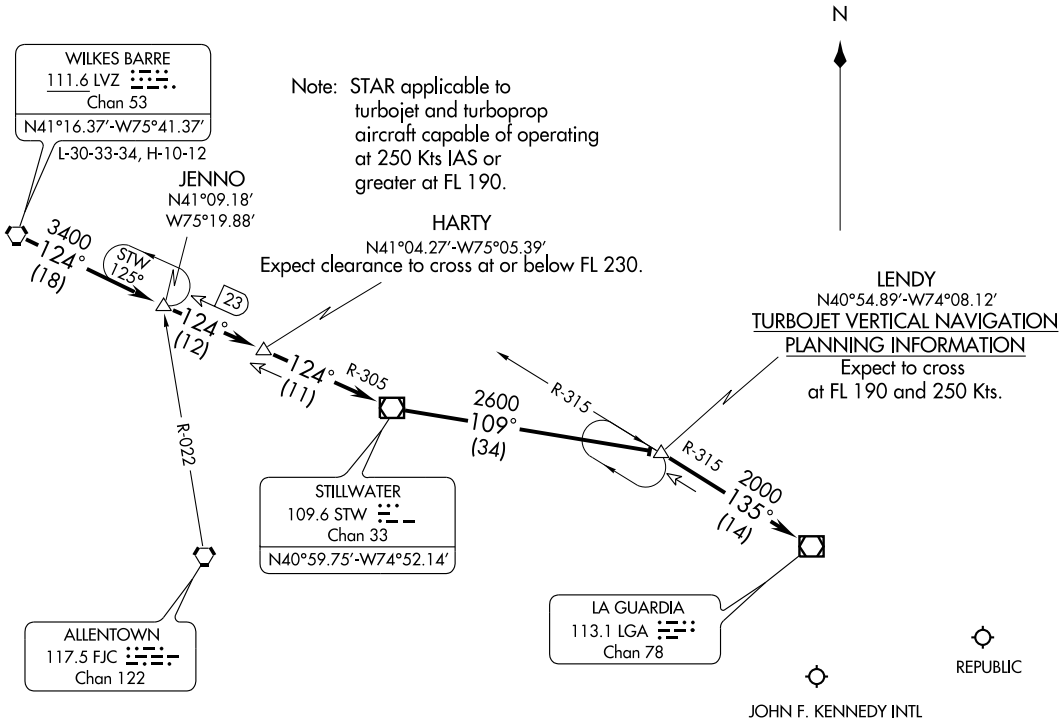
ARRIVAL ROUTE DESCRIPTION

From over IGN VOR/DME via IGN R-225 to DOORE INT (MEA FL190), then via LGA R-315 to LENDY/14 DME (MEA FL190), then via LGA R-315 to LGA VOR/DME (MEA 2600). Expect radar vectors to final approach course after LGA VOR/DME.

NE-2, 14 JAN 2010 to 11 FEB 2010

NEW YORK APP CON
127.4 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7 (SW) 115.4
REPUBLIC ATIS
126.65

LENDY FIVE ARRIVAL (LVZ.LENDY5) 09295



From over LVZ VORTAC via LVZ R-124 and STW R-305 to STW VOR/DME, then from STW VOR/DME via STW R-109 to LENDY INT via LGA R-315 to LGA VOR/DME. Expect radar vectors to final approach course after LGA VOR/DME.

NOTE: Chart not to scale.

SI-610 (FAA)

NEW YORK, NEW YORK

MERIT THREE DEPARTURE

NEW YORK / JOHN F. KENNEDY INTL (JFK)

NEW YORK, NEW YORK

ATIS DEP 115.1 128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750

TAKEOFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum climb 220′ per mile to 300′.
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240′ per mile to 2400′.

*NOTE: To be assigned during the period 2200-0700 local.

N

QUBIS
N47°32.00′
W67°46.00′

TAFFY
N47°22.40′
W67°18.23′
H-11

EBONY
N44°54.14′
W67°09.39′
H-11

TOPPS
N45°20.41′
W67°44.32′
H-11

ALLEX
N44°25.00′
W67°00.00′
H-11

TUSKY
N43°33.90′
W67°00.00′
H-11

BRADD
N43°09.00′
W67°00.00′
H-11

KANNI
N42°38.00′
W67°00.00′
H-11

WHALE
N42°11.87′
W67°00.00′
H-11

VITOL
N41°47.00′
W67°00.00′
H-11

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
L-32, H-11-12

WITCH
N42°41.00′
W70°52.77′

MARTN
N42°34.86′
W73°16.23′
H-10-11-12

HARTFORD
114.9 HFD
Chan 96
N41°38.46-W72°32.86′
L-33-34, H-10-12

BOSTON
112.7 BOS
Chan 74
N42°21.45′
W70°59.37′
L-33-34, H-10-11-12

JUDDS
N41°38.08′
W73°06.34′
L-33-34

GREKI
N41°28.80′
W73°18.85′
L-33-34, H-10-12

J42
071°
(37)

PUTNAM
117.4 PUT
Chan 121
N41°57.33′-W71°50.65′
L-33-34, H-10-11-12

FL 180
072°
(31)

Cross JFK R-253 at or above 2500′ maintain 5000′.

CANARSIE
112.3 CRI
Chan 70
N40°36.75′
W73°53.67′
L-33-34

JFK 4.5 DME

R-039

100°

MERIT
N41°22.92′
W73°08.25′
L-33-34

BETTE
N40°33.55′
W73°00.70′
L-34

YAHOO
N41°04.16′
W69°44.77′
H-10

NANTUCKET
116.2 ACK
Chan 109
N41°16.91′-W70°01.60′
L-33, H-10-12

DOVEY
N41°07.00′
W67°00.00′
H-10-11

JOBOC
N40°07.00′
W67°00.00′
H-10

CRI 2 DME

R-253

R-232

CRI 3 DME

R-223

220°

220°

* GATEWAY CLIMB

HAPIE
N40°23.19′
W72°58.96′
L-34

JFK 5

BREEZY POINT CLIMB

BRIDGE CLIMB

CANARSIE CLIMB

CRI R-176

BRIDGE
414 OGY
N40°34.09′
W73°52.98′
L-34

KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′
L-33-34, H-10-12

NOTE: Chart not to scale.

(Continued on next page)

MERIT THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.
TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.
* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

PUTNAM TRANSITION (MERIT3.PUT): From over MERIT INT to HFD VOR/DME, then to PUT VOR/DME.

MERIT: Via radar vectors to MERIT direct HFD direct PUT. Expect clearance to filed altitude/flight level ten minutes after departure.
MERIT THREE: After PUT expect the following routes; aircraft proceeding:

1. TOPPS/EBONY - Expect direct.
2. ALLEX - Expect direct WITCH direct.
3. TUSKY and South - Expect direct BOS direct.

* NOTE: To be assigned during the period 2200-0700 local.
NOTE: RNAV equipped aircraft only.
NOTE: North American Route (NAR) aircraft only.

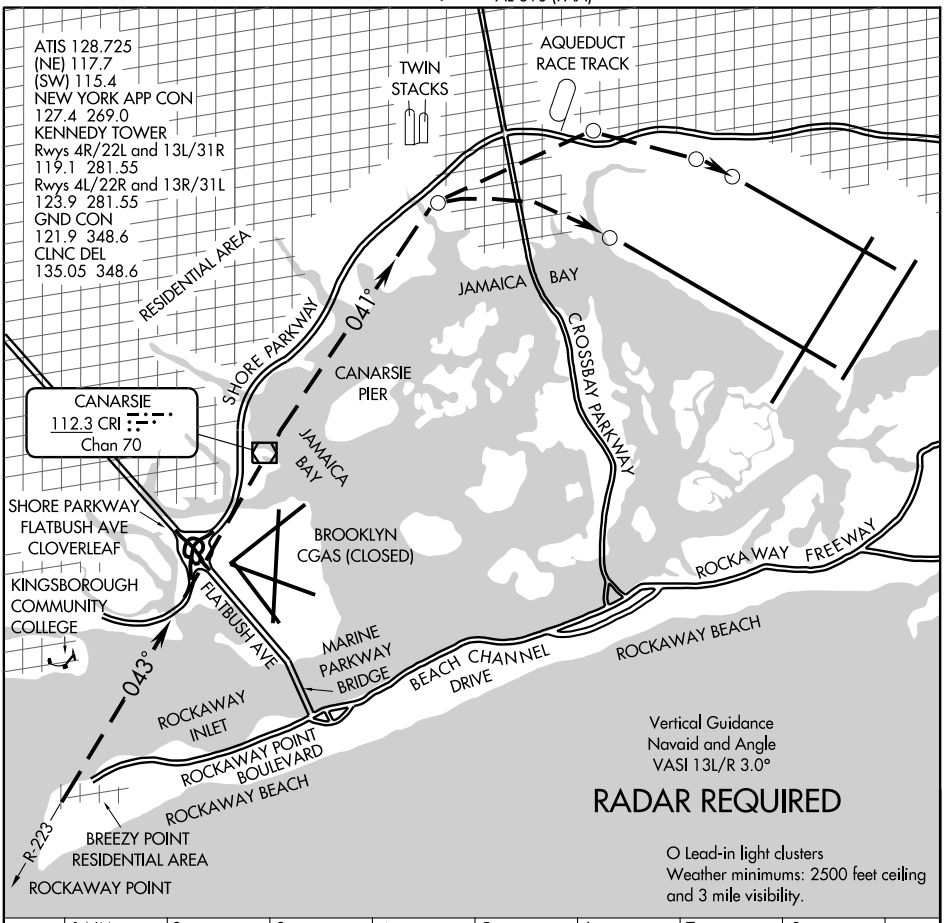
NOTE: Rwy 4L, 64′ AGL taxiing aircraft 691′ from departure end of rwy, 390′ left or right of rwy centerline. Cross DER at or above 35′ AGL/47′ MSL.
Rwy 4R, cross DER at or above 21′ AGL/33′ MSL.
Rwy 13L, cross DER at or above 3′ AGL/15′ MSL.
Rwys 13R, 31L, 31R cross DER at or above 35′ AGL/47′ MSL.

NE-2, 14 JAN 2010 to 11 FEB 2010

Orig 09015

PARKWAY VISUAL RWY 13L/R

NEW YORK/ JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK
AL-610 (FAA)



PARKWAY VISUAL RUNWAY 13L/R

When cleared for Parkway Visual to Runway 13L/R maintian at or above 2000' until abeam Rockaway Point. Remain west of Rockaway Point, thence east of Kingsborough Community College. Remain east of the Shore Parkway. Cross Brooklyn Coast Guard Air Station at or above 1500'. Remain east of the Shore Parkway until Canarsie Pier.

Runway 13R continue descent between the Canarsie Pier and Twin Stacks.
Runway 13L continue descent after passing the Twin Stacks.

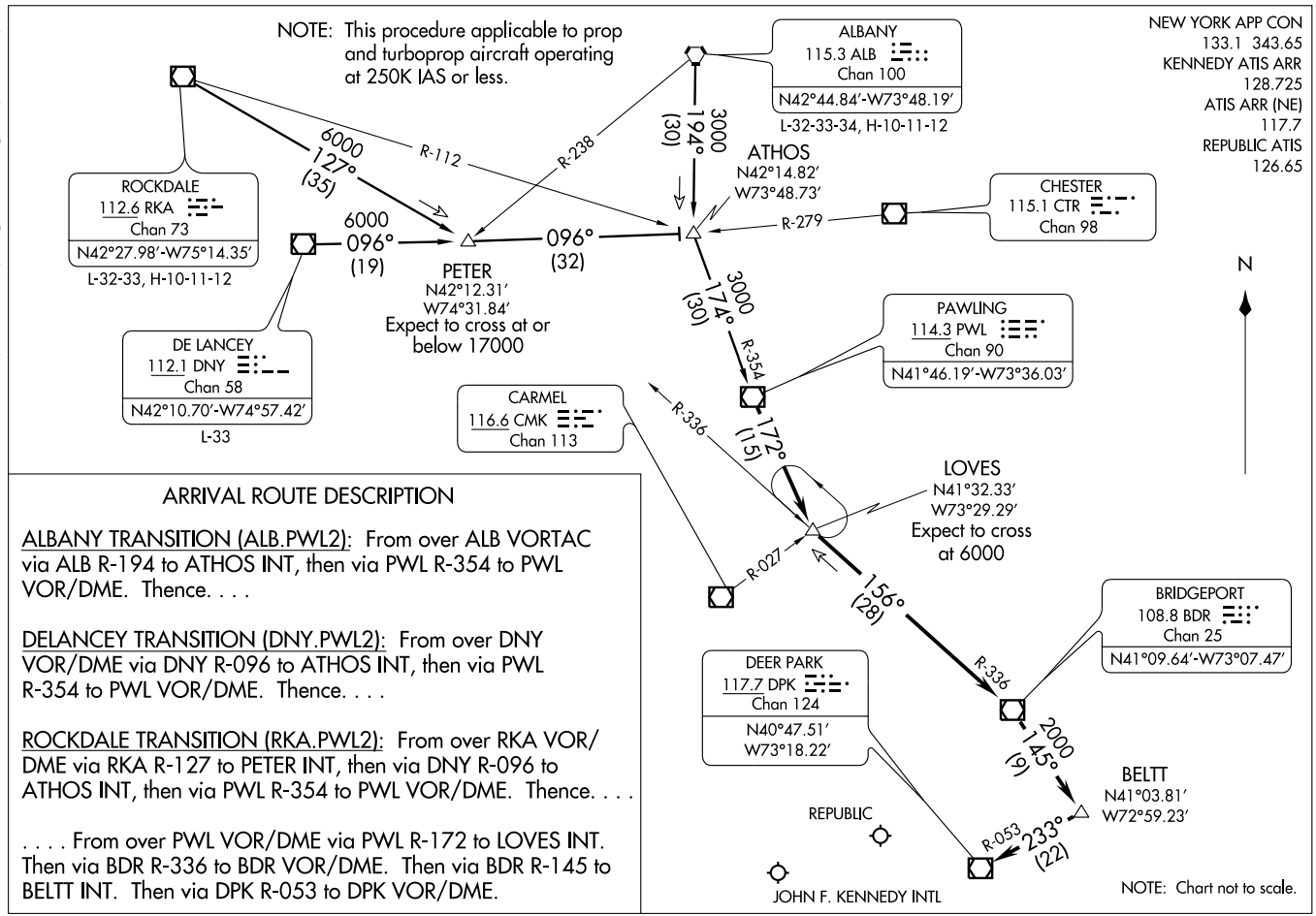
PAWLING TWO ARRIVAL (PWL.PWL2)

09351

ST-610 (FAA)

NEW YORK, NEW YORK

NEW YORK APP CON
133.1 343.65
KENNEDY ATIS ARR
128.725
ATIS ARR (NE)
117.7
REPUBLIC ATIS
126.65



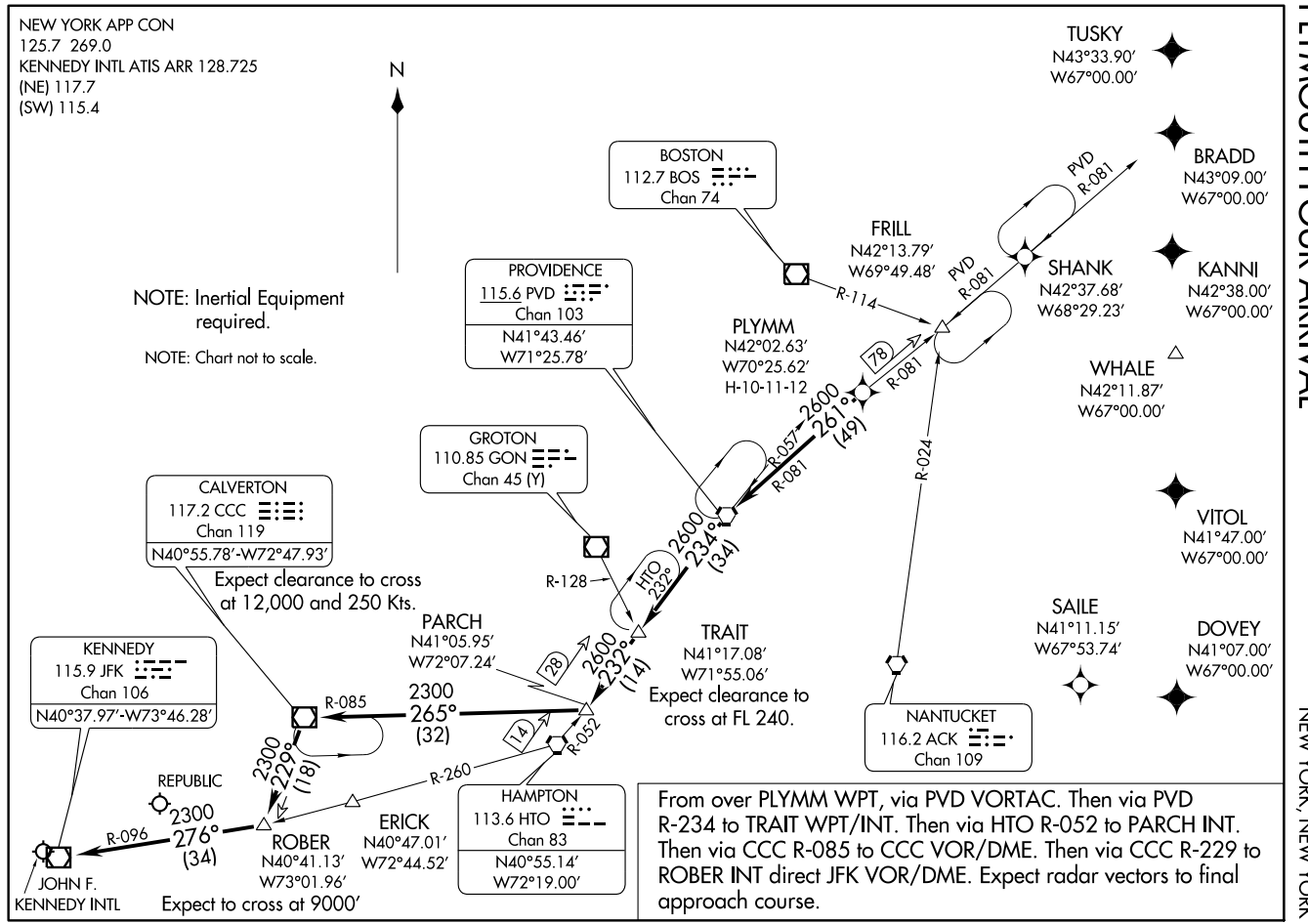
ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.PWL2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

DELANCEY TRANSITION (DNY.PWL2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

ROCKDALE TRANSITION (RKA.PWL2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to BDR VOR/DME. Then via BDR R-145 to BELTT INT. Then via DPK R-053 to DPK VOR/DME.


NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4
N
NOTE: Inertial Equipment required.
NOTE: Chart not to scale.
TUSKY
N43°33.90′
W67°00.00′
BRADD
N43°09.00′
W67°00.00′
BOSTON
112.7 BOS
Chan 74
FRILL
N42°13.79′
W69°49.48′
PVD R-081
SHANK
N42°37.68′
W68°29.23′
KANNI
N42°38.00′
W67°00.00′
PROVIDENCE
115.6 PVD
Chan 103
N41°43.46′
W71°25.78′
R-114
PLYMM
N42°02.63′
W70°25.62′
H-10-11-12
78
R-081
WHALE
N42°11.87′
W67°00.00′
2600
261°
(49)
R-057
R-081
R-024
GROTON
110.85 GON
Chan 45 (Y)
CALVERTON
117.2 CCC
Chan 119
N40°55.78′-W72°47.93′
Expect clearance to cross at 12,000 and 250 Kts.
R-128
HTO
232°
2600
234°
(34)
VITOL
N41°47.00′
W67°00.00′
SAILE
N41°11.15′
W67°53.74′
DOVEY
N41°07.00′
W67°00.00′
PARCH
N41°05.95′
W72°07.24′
28
2600
232°
(14)
TRAIT
N41°17.08′
W71°55.06′
Expect clearance to cross at FL 240.
KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′
R-085
2300
265°
(32)
14
R-052
NANTUCKET
116.2 ACK
Chan 109
2300
229°
(18)
R-260
REPUBLIC
2300
276°
(34)
R-096
ERICK
N40°47.01′
W72°44.52′
ROBER
N40°41.13′
W73°01.96′
HAMPTON
113.6 HTO
Chan 83
N40°55.14′
W72°19.00′
JOHN F. KENNEDY INTL
Expect to cross at 9000′
From over PLYMM WPT, via PVD VORTAC. Then via PVD R-234 to TRAIT WPT/INT. Then via HTO R-052 to PARCH INT. Then via CCC R-085 to CCC VOR/DME. Then via CCC R-229 to ROBER INT direct JFK VOR/DME. Expect radar vectors to final approach course.

WAAS CH 40019 W22B	APP CRS 225°	Rwy Idg 8655 TDZE 13 Apt Elev 13

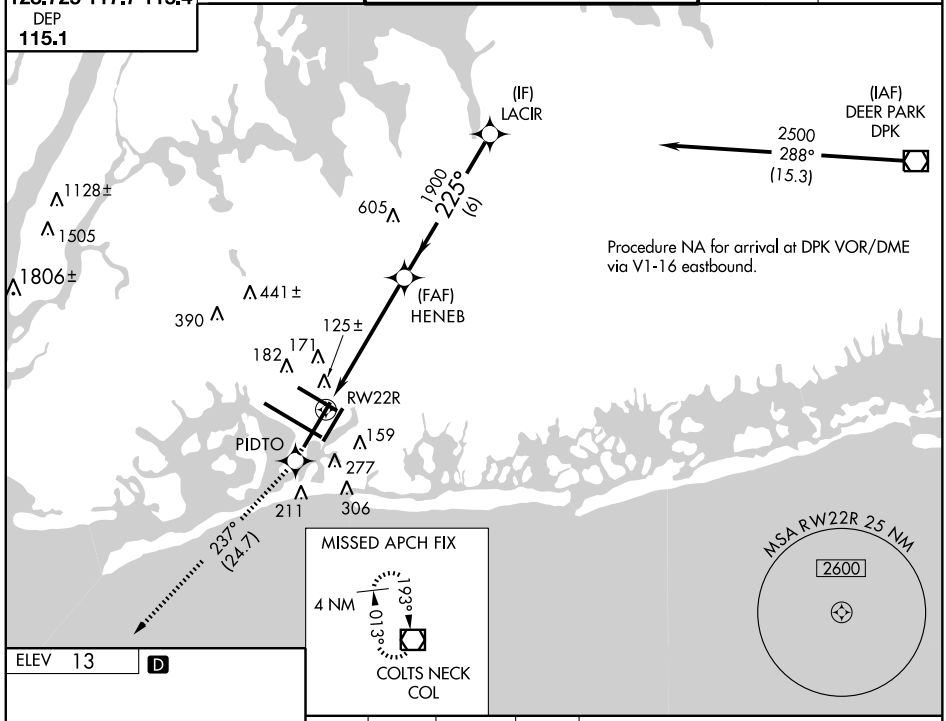
RNAV (GPS) RWY 22R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

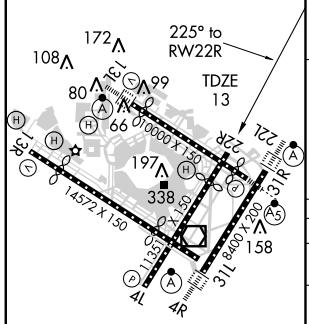
DME/DME RNP -0.3 NA.
Baro-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 4000 direct PIDTO and right turn via 237° track to COL VOR/DME and hold.

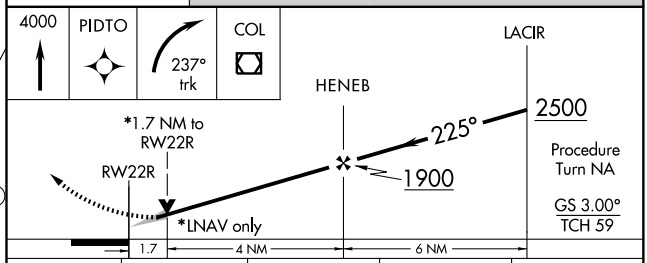
ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW) 128.725 117.7 115.4 DEP 115.1	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6



ELEV 13 D



TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R



CATEGORY	A	B	C	D
LPV DA	270/40 257 (300-¾)			
LNAV/VNAV DA	480-1½ 467 (500-1½)			
LNAV MDA	600/50 587 (600-1)		600-1½ 587 (600-1½)	600-1¾ 587 (600-1¾)
CIRCLING	640-1½ 627 (700-1½)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	11248
315°	TDZE	13
	Apt Elev	13

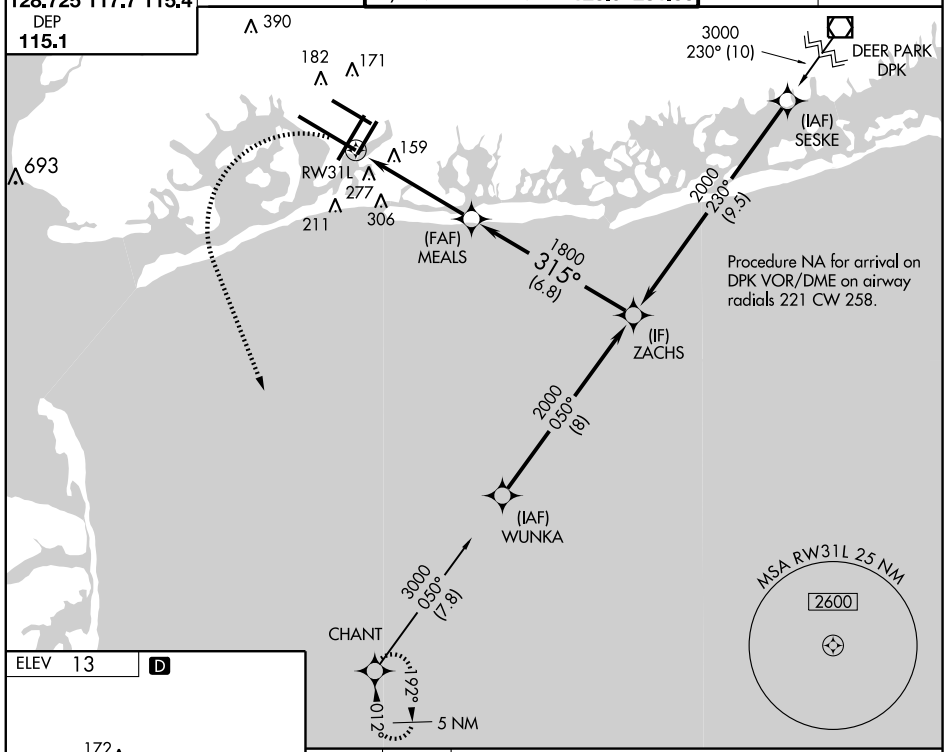
RNAV (GPS) X RWY 31L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

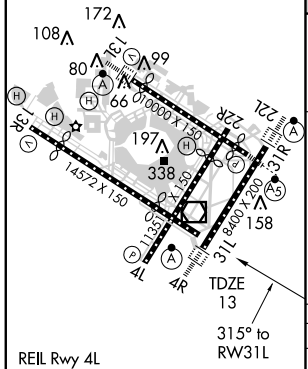
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct CHANT and hold.

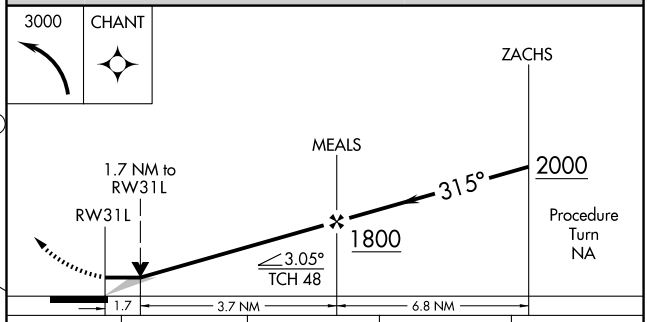
ATIS			NEW YORK APP CON	KENNEDY TOWER		GND CON	CLNC DEL
ARR	(NE)	(SW)	127.4 269.0	Rwys 4R/22L and 13L/31R	119.1 281.55	121.9 348.6	135.05 348.6
128.725	117.7	115.4		Rwys 4L/22R and 13R/31L	123.9 281.55		
DEP 115.1							



ELEV 13 D



REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L



CATEGORY	A	B	C	D
LNAV MDA	600/50 587 (600-1)		600-1½ 587 (600-1½)	600-1¾ 587 (600-1¾)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 77519 W04A	APP CRS 045°	Rwy Idg 11351 TDZE 12 Apt Elev 13

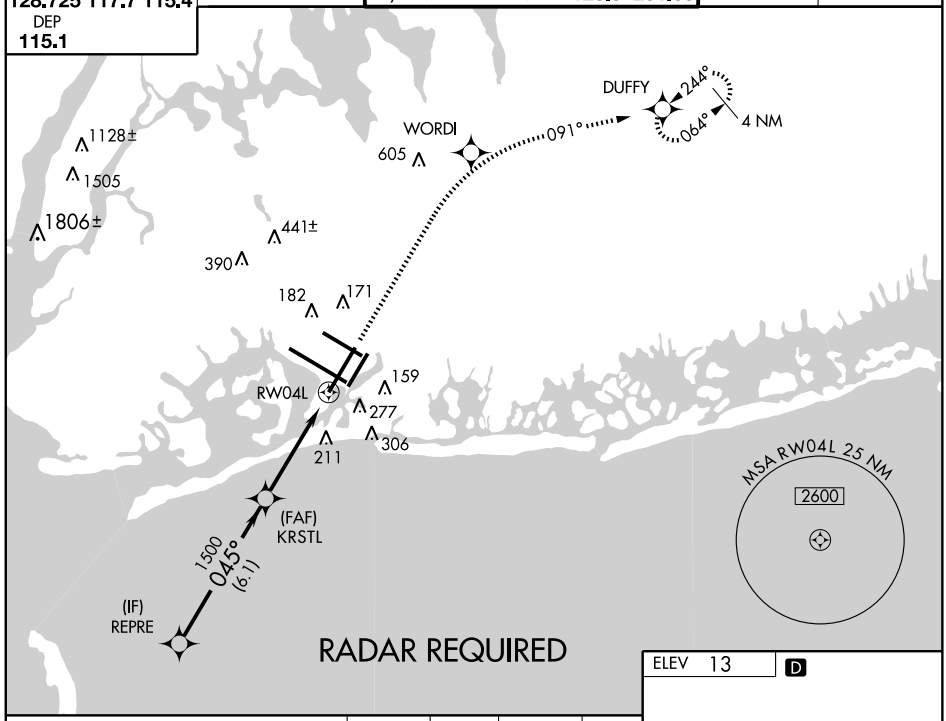
RNAV (GPS) Y RWY 4L

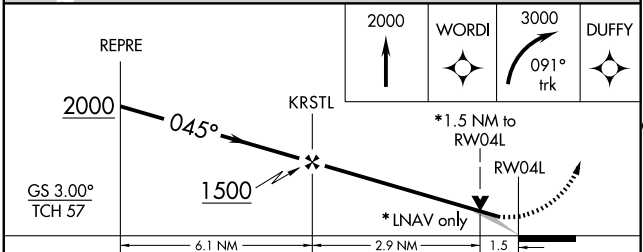
NEW YORK / JOHN F. KENNEDY INTL (JFK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2000 direct WORDI then climbing right turn to 3000 via 091° track to DUFFY and hold.

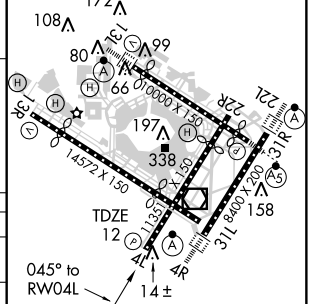
ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW) 128.725 117.7 115.4 DEP 115.1	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6





CATEGORY	A	B	C	D
LPV DA	280/50 268 (300-1)			
LNAV/VNAV DA	480-1½ 468 (500-1½)			
LNAV MDA	540/50 528 (600-1)		540-1½ 528 (600-1½)	540-1¾ 528 (600-1¾)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

ELEV 13 D



REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8400
CH 81819	045°	TDZE	13
W04B		Apt Elev	13

RNAV (GPS) Y RWY 4R

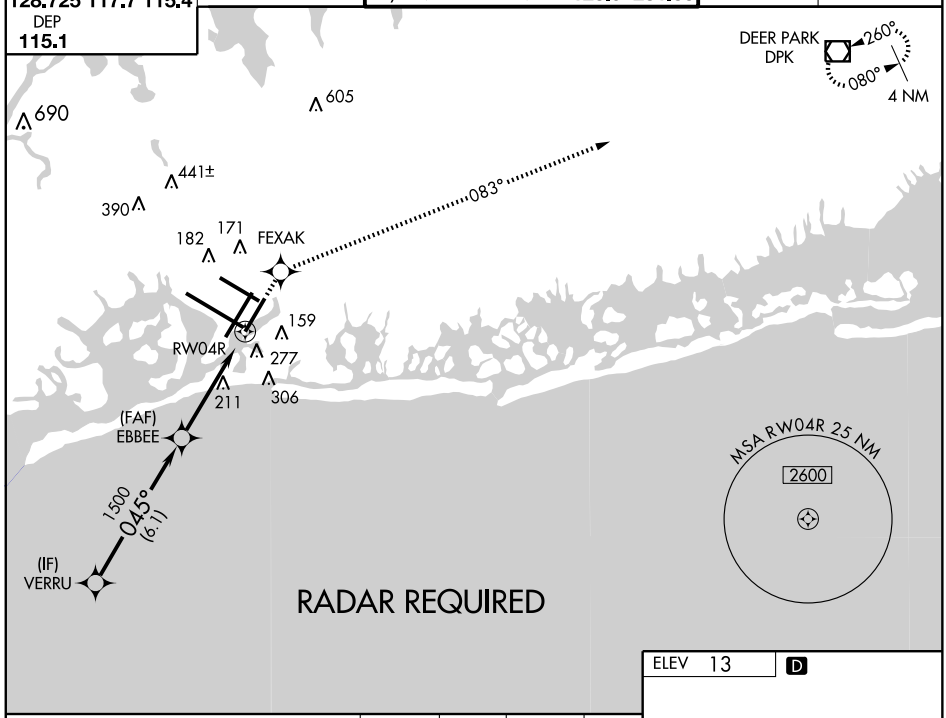
NEW YORK / JOHN F. KENNEDY INTL (JFK)

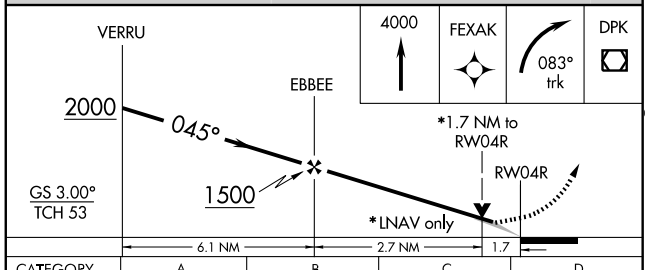
For inoperative ALSF-2, increase LPV all Cats visibility to RVR 4000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP 0.3 NA.

ALSF-2

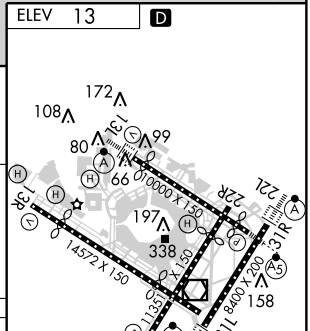
MISSED APPROACH: Climb to 4000 direct FEXAK and right turn via 083° track to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											





CATEGORY	A	B	C	D
LPV DA	270/24 257 (300-½)			
LNAV/VNAV DA	520/60 507 (600-1¼)			
LNAV MDA	600/24 587 (600-½)		600/50 587 (600-1)	600/60 587 (600-1¼)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)



WAAS	APP CRS	Rwy Idg	8400
CH 97318	225°	TDZE	13
W22A		Apt Elev	13

RNAV (GPS) Y RWY 22L

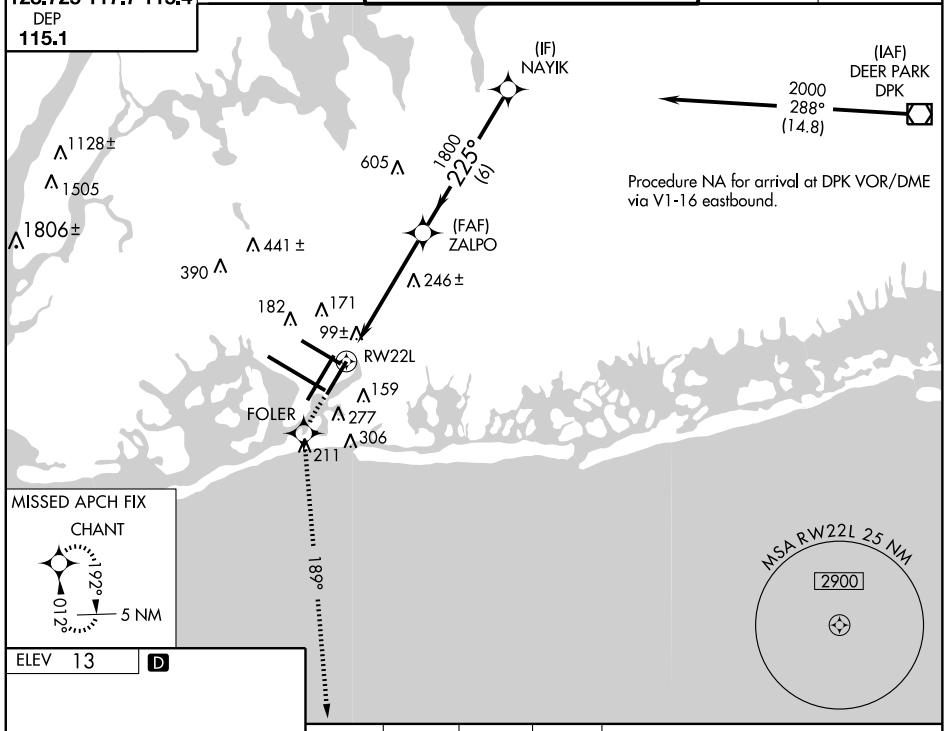
NEW YORK / JOHN F. KENNEDY INTL (JFK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (8°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

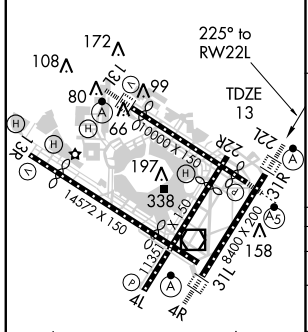
ALSF-2

MISSED APPROACH: Climb to 3000 direct FOLER and via 189° track to CHANT and hold.

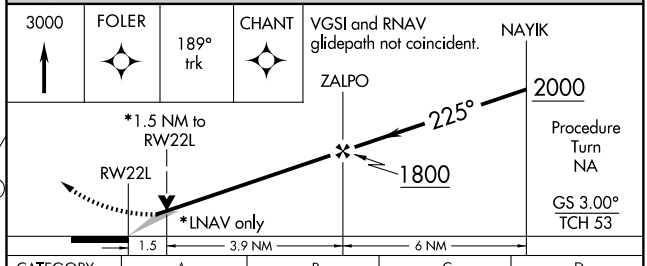
ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW)	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
128.725 117.7 115.4		Rwys 4L/22R and 13R/31L 123.9 281.55		
DEP 115.1				



ELEV 13 D



TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R



CATEGORY	A	B	C	D
LPV DA	270/24 257 (300-½)			
LNAV/VNAV DA	420/50 407 (500-1)			
LNAV MDA	560/24 547 (600-½)		560/50 547 (600-1)	560/60 547 (600-1¼)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	11248
CH 50119	315°	TDZE	13
W31A		Apt Elev	13

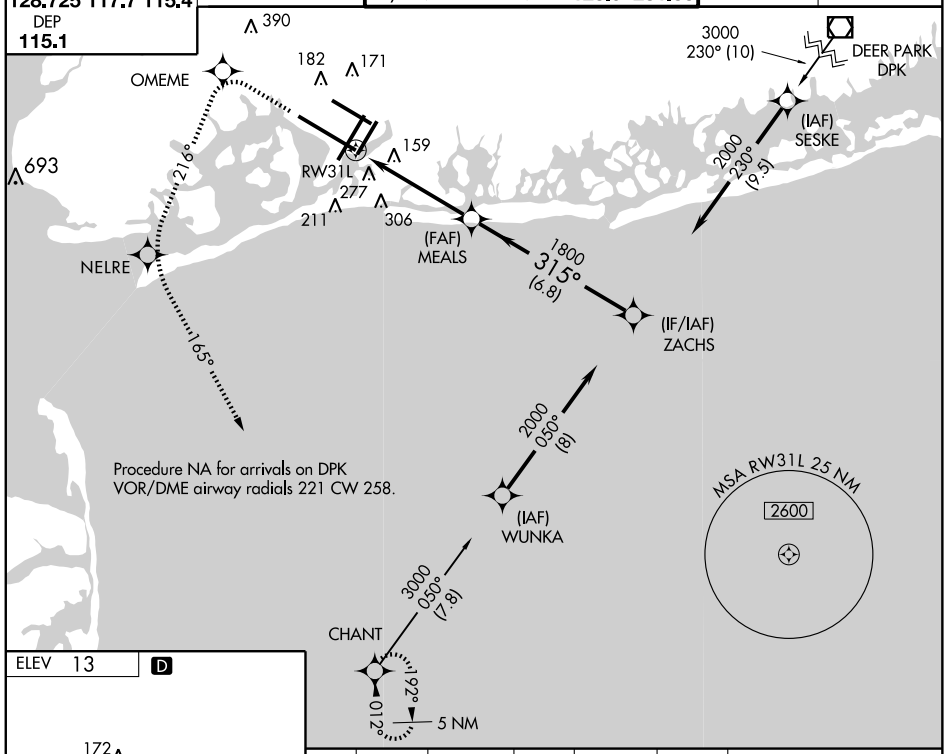
RNAV (GPS) Y RWY 31L

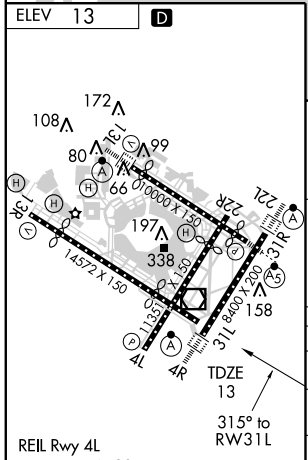
NEW YORK / JOHN F. KENNEDY INTL (JFK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP -0.3 NA.

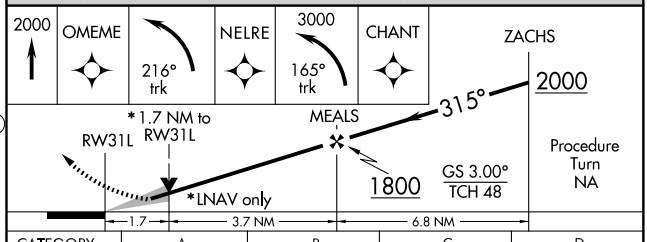
MISSED APPROACH: Climb to 2000 direct OMEME and left turn via 216° track to NELRE then climbing left turn to 3000 via 165° track to CHANT and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW)	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
128.725 117.7 115.4		Rwys 4L/22R and 13R/31L 123.9 281.55		
DEP 115.1				





REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L



CATEGORY	A	B	C	D
LPV DA	270/40 257 (300-¾)			
LNAV/VNAV DA	600-2 587 (600-2)			
LNAV MDA	600/50 587 (600-1)		600-1½ 587 (600-1½)	600-1¾ 587 (600-1¾)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS		
CH 45519	315°	Rwy Idg	8970
W31B		TDZE	13
		Apt Elev	13

RNAV (GPS) Y RWY 31R

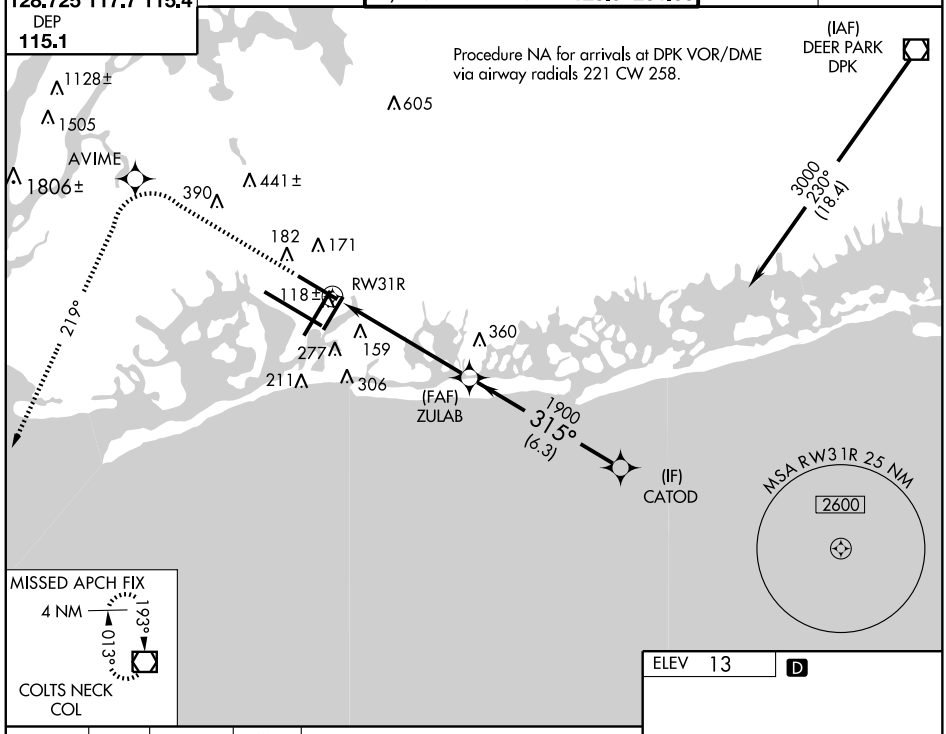
NEW YORK / JOHN F. KENNEDY INTL (JFK)

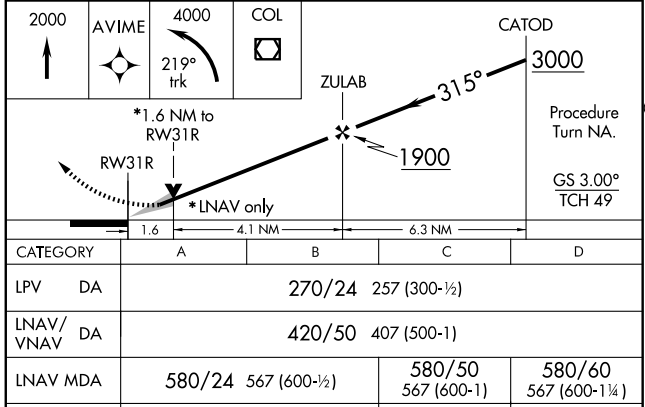
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Minimum altitude at CATOD 2000 when authorized by ATC.

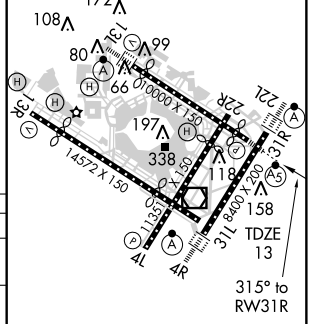
MALSR

MISSED APPROACH: Climb to 2000 direct AVIME then climbing left turn to 4000 via 219° track to COL VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											







CATEGORY	A	B	C	D
LPV DA	270/24 257 (300-½)			
LNAV/VNAV DA	420/50 407 (500-1)			
LNAV MDA	580/24 567 (600-½)		580/50 567 (600-1)	580/60 567 (600-1¼)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	11351
045°	TDZE	12
	Apt Elev	13

RNAV (RNP) Z RWY 4L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 via 045° track to WORDI and via 091° track to DUFFY and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											

CATEGORY	A	B	C	D
RNP 0.30 DA	361/60	349 (400-1¼)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

APP CRS	Rwy ldg	8400
045°	TDZE	13
	Apt Elev	13

RNAV (RNP) Z RWY 4R

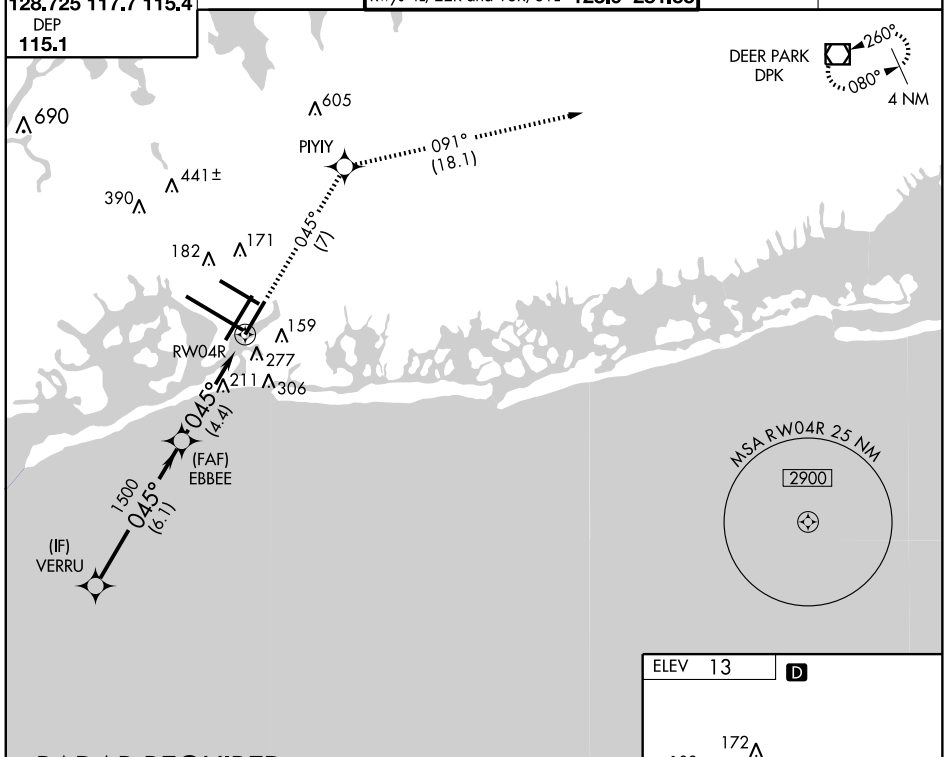
NEW YORK / JOHN F. KENNEDY INTL (JFK)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F).
NA For inoperative ALSF-2, increase RNP 0.30 DA all Cats visibility to 1½.

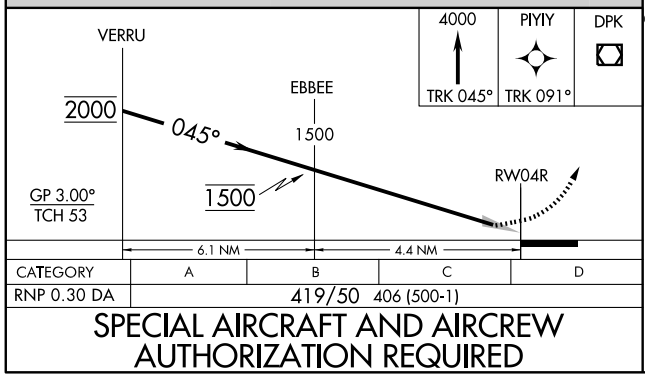
ALSF-2

MISSED APPROACH: Climb to 4000 via 045° track to PIYIY and via 091° track to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON	KENNEDY TOWER		GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											

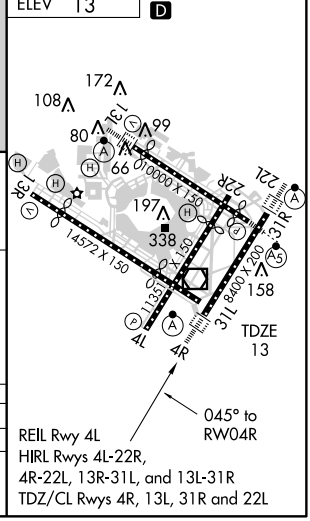


RADAR REQUIRED



CATEGORY	A	B	C	D
RNP 0.30 DA	419/50	406 (500-1)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



APP CRS	Rwy Idg	8400
225°	TDZE	13
	Apt Elev	13

RNAV (RNP) Z RWY 22L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

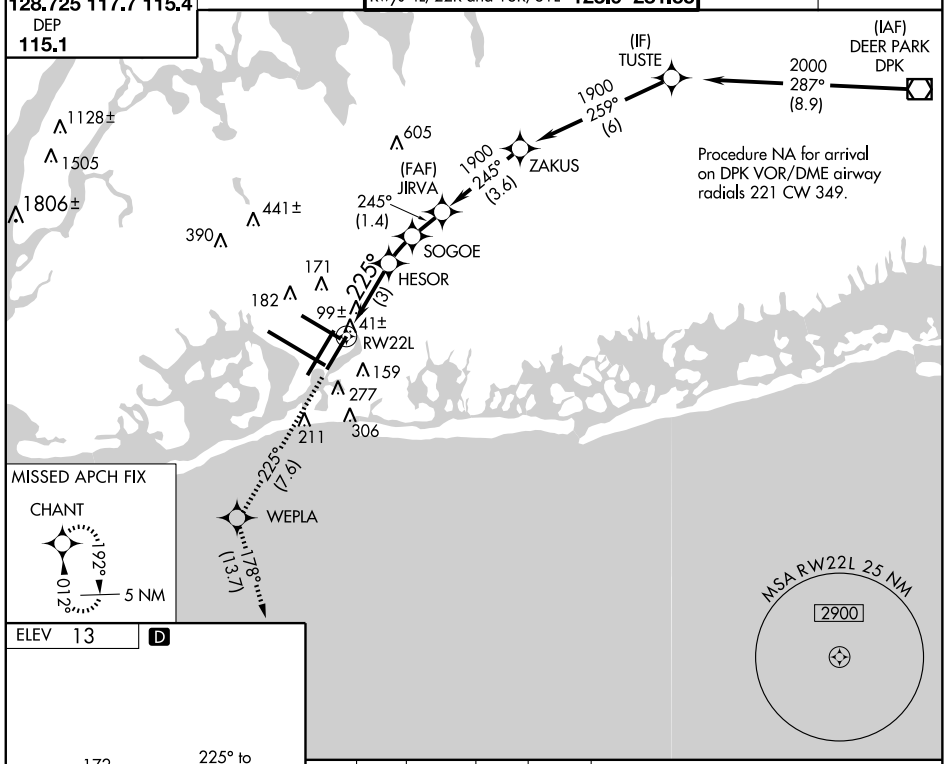
For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 49°C (120°F). RF and GPS Required. For inoperative ALSF, increase RNP 0.20 DA visibility to RVR 5000 all Cats, RNP 0.30 DA visibility to RVR 6000 all Cats. Visibility reduction by helicopters NA.

NA

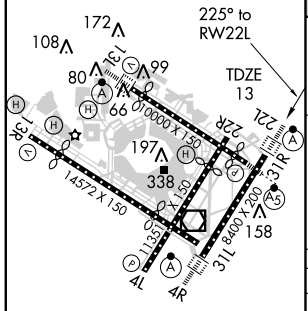
ALSF-2

MISSED APPROACH: Climb to 3000 via 225° track to WEPLA and via 178° track to CHANT and hold.

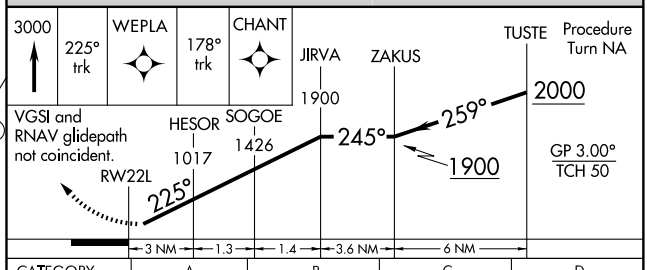
ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)			Rwys 4R/22L and 13L/31R	119.1	281.55				
128.725	117.7	115.4	127.4	269.0	Rwys 4L/22R and 13R/31L	123.9	281.55	121.9	348.6	135.05	348.6
DEP											
115.1											



ELEV 13 D



TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R



CATEGORY	A	B	C	D
RNP 0.20 DA	339/40	326 (400-¾)		
RNP 0.30 DA	408/50	395 (400-1)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	11248
315°	TDZE	13
	Apt Elev	13

RNAV (RNP) Z RWY 31L

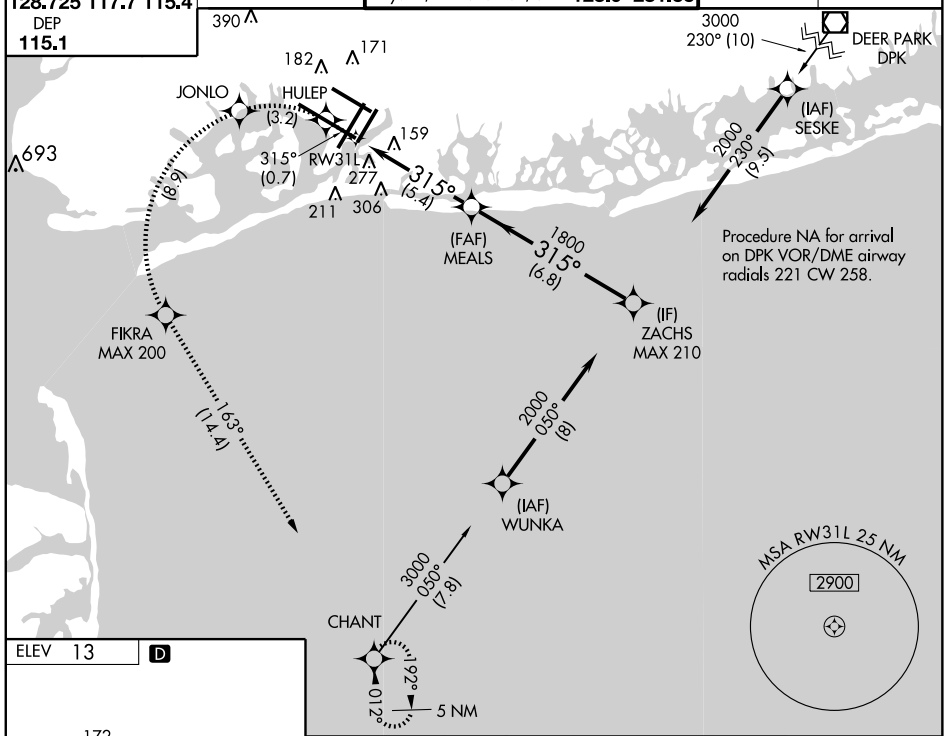
NEW YORK / JOHN F. KENNEDY INTL (JFK)

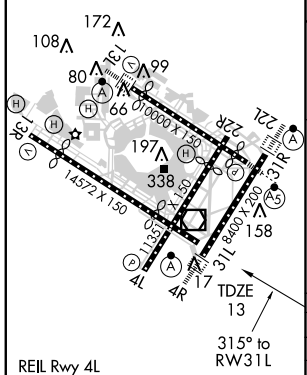
▼ NA

For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 49°C (120°F). Missed approach requires RNP less than 1.0. *RNP 0.30 missed approach requires minimum climb of 463' per NM to 700. RF and GPS Required.

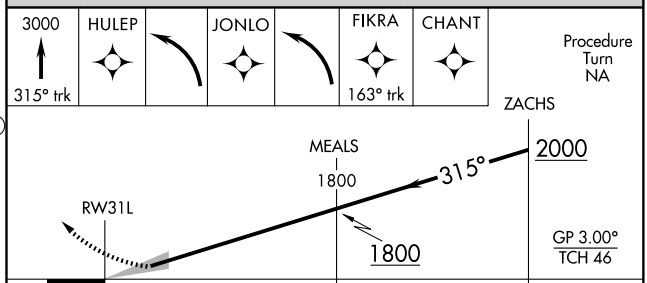
MISSED APPROACH: (Do not exceed 200 KIAS until FIKRA) Climb to 3000 via 315° track to HULEP, and via left turn to JONLO, and via left turn to FIKRA, and via 163° track to CHANT and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											





REIL Rwy 4L
HIRL Rwys 4L-22R, 4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L



CATEGORY	A	B	C	D
RNP 0.30*	316/50 303 (400-1)			
RNP 0.30	455-1½ 442 (500-1½)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	8970
315°	TDZE	13
	Apt Elev	13

RNAV (RNP) Z RWY 31R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

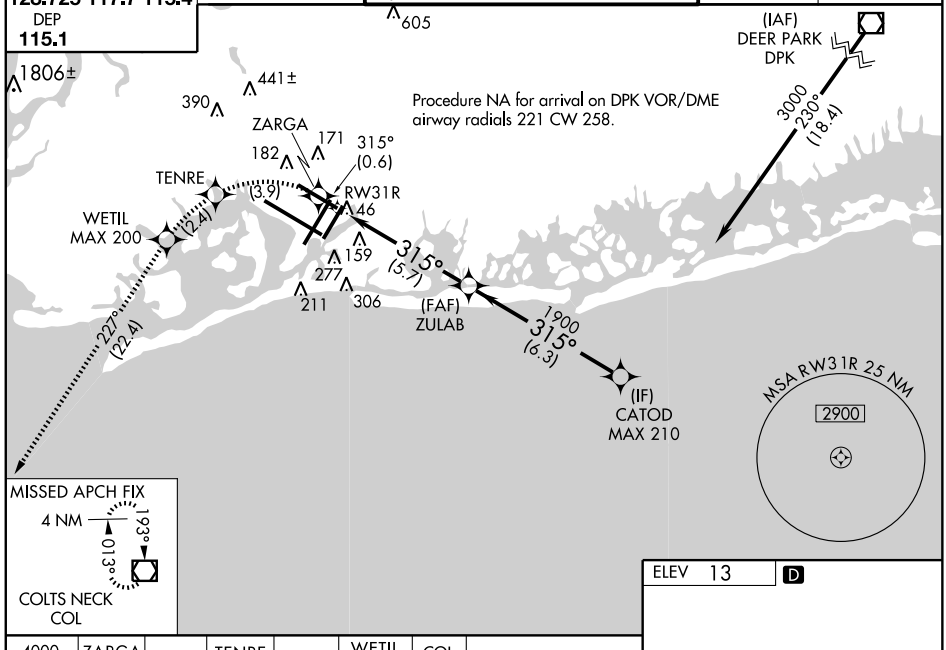
For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 49°C (120°F). Missed approach requires RNP less than 1.0. **RNP 0.20 missed approach requires minimum climb of 366 feet per NM to 700. ***RNP 0.30 missed approach requires minimum climb of 327 feet per NM to 700. RF and GPS Required. For inoperative MALSR, increase RNP 0.20 DA visibility to RVR 5000 all Cats, RNP 0.30 DA*** visibility to RVR 5000 all Cats, RNP 0.30 DA visibility to 1½ all Cats.

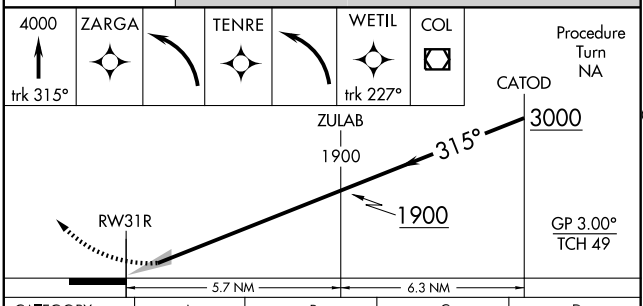
NA

MALSR

MISSED APPROACH: (Do not exceed 200 KIAS until WETIL) Climb to 4000 via track 315° to ZARGA and via left turn to TENRE and via left turn to WETIL and via track 227° to COL VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											

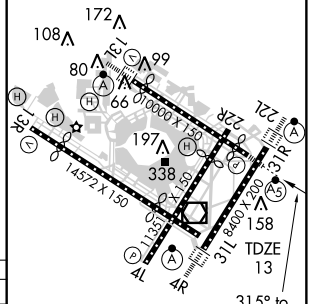




CATEGORY	A	B	C	D
RNP 0.20 DA**	274/24	261 (300-½)		
RNP 0.30 DA***	317/24	304 (400-½)		
RNP 0.30 DA	413/50	400 (400-1)		

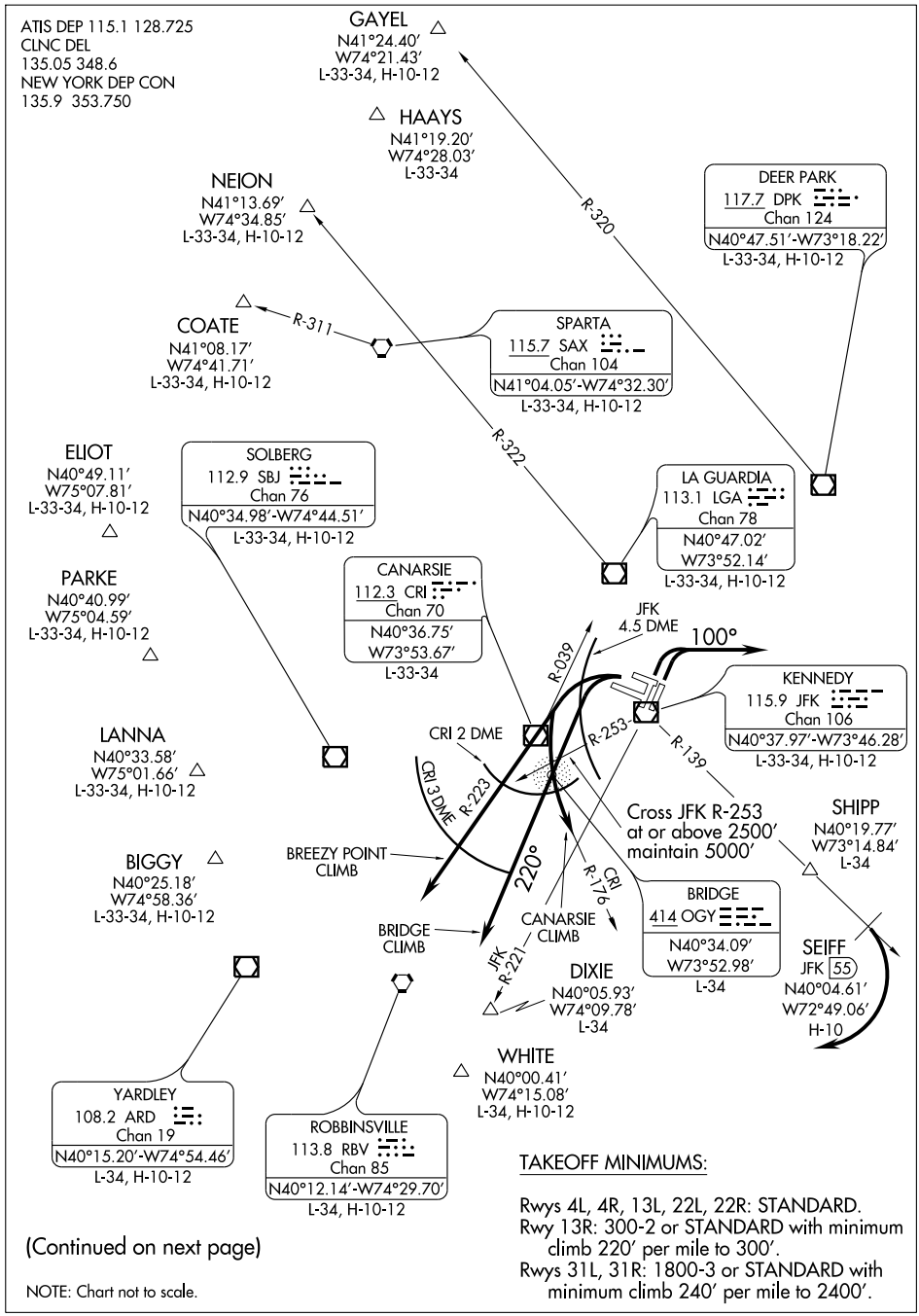
SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

ELEV 13 D



TDZ/CL Rwys 4R, 13L, 31R and 22L
REIL Rwy 4L
HIRL Rwys 4L-22R,
4R-22L, 13R-31L, and 13L-31R

NE-2, 14 JAN 2010 to 11 FEB 2010



TAKEOFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum climb 220′ per mile to 300′.
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240′ per mile to 2400′.

(Continued on next page)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet. Thence....
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet. Thence....
TAKE-OFF RUNWAYS 22L/R: Climb on runway heading, maintain 5,000 feet. Thence....
GATEWAY CLIMB: *Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet. Thence....
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME), cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....

....Via vectors to the JFK R-139 to SEIFF DME fix, then turn right proceed direct to the JFK VOR/DME. Expect vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

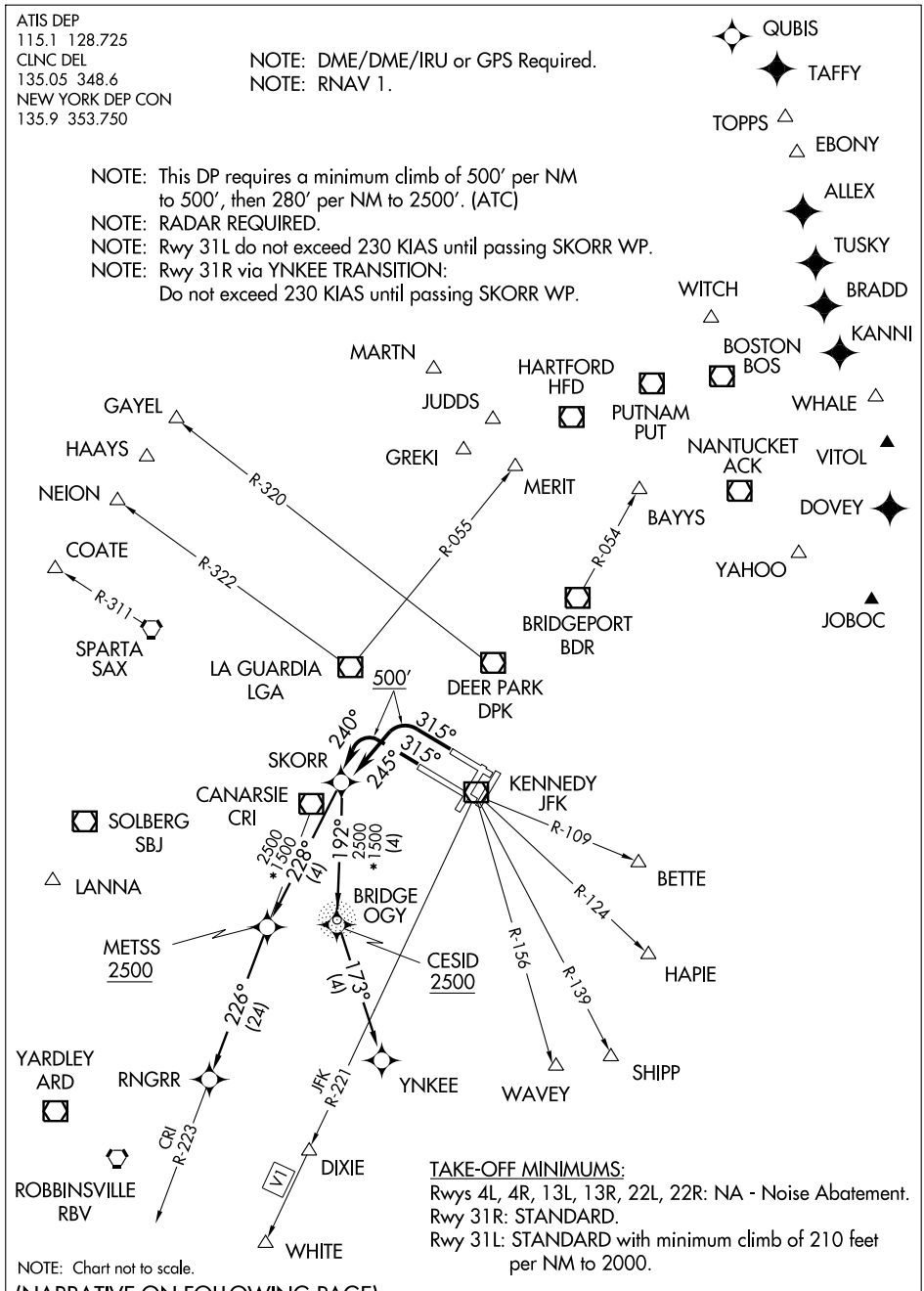
*To be assigned during the period 2200-0700 local.

NOTE: RNAV equipped aircraft only.
NOTE: This procedure requires overwater flight not to exceed 50 miles.
NOTE: Departure procedure to be used when assigned by ATC only.
NOTE: COATE departures except vectors to SAX VORTAC or SAX R-311.

NOTE: Rwy 4L, 64′ AGL taxiing aircraft 691′ from departure end of rwy, 390′ left or right of rwy centerline. Cross DER at or above 35′ AGL/47′ MSL.
Rwy 4R, cross DER at or above 21′ AGL/33′ MSL.
Rwy 13L, cross DER at or above 3′ AGL/15′ MSL.
Rwys 13R, 31L, 31R cross DER at or above 35′ AGL/47′ MSL.

NE-2, 14 JAN 2010 to 11 FEB 2010

SKORR ONE DEPARTURE (RNAV)



(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 31R: Climb via 315° heading to at or above 500 feet, then via 245° course to SKORR WP. Thence . . . .

TAKE-OFF RUNWAY 31L: Climb via 315° heading to at or above 500 feet, then via 240° course to SKORR WP. Thence . . . .

. . . . Maintain 5000 feet. Expect clearance to filed altitude/flight level ten minutes after departure.

RNGRR TRANSITION (SKORR1.RNGRR): Cross METSS WP at or above 2500'.
YNKEE TRANSITION (SKORR1.YNKEE): Cross CESID WP at or above 2500'.

TAKE-OFF OBSTACLES
Rwy 31L: Tree 2,075 feet from DER, 435 feet left of centerline, 79' AGL/91' MSL. Bush 256 feet from DER, 529 feet left of centerline, 13' AGL/25' MSL. Terrain 381 feet left of DER, 0' AGL/14' MSL.

Rwy 31R: Approach light 189 feet from DER, 8 feet right of centerline, 5' AGL/18' MSL. Light pole 713 feet from DER, 14 feet left of centerline, 18' AGL/31' MSL. Multiple fence and light poles from 409 feet to 624 feet from DER, right of centerline from 10' AGL/23' MSL to 30' AGL/43' MSL. Multiple light poles and tree 281 feet to 1,641 feet from DER, left of centerline from 13' AGL/26' MSL to 54' AGL/67' MSL.

NOTE: North American routes via...
...BETTE expect radar vectors to BETTE direct ACK VOR/DME.
...GREKI expect radar vectors to GREKI direct JUDDS direct MARTN.
...HAPIE expect radar vectors to HAPIE direct YAHOO.
...MERIT expect radar vectors to MERIT direct HFD VOR/DME then direct PUT VOR/DME then...
...TOPPS or EBONY expect direct.
...ALLEX via direct WITCH direct.
...TUSKY and SOUTH expect direct BOS VOR/DME direct.

NE-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME JFK	APP CRS	Rwy Idg	8400
115.9	232°	TDZE	13
Chan 106		Apt Elev	13

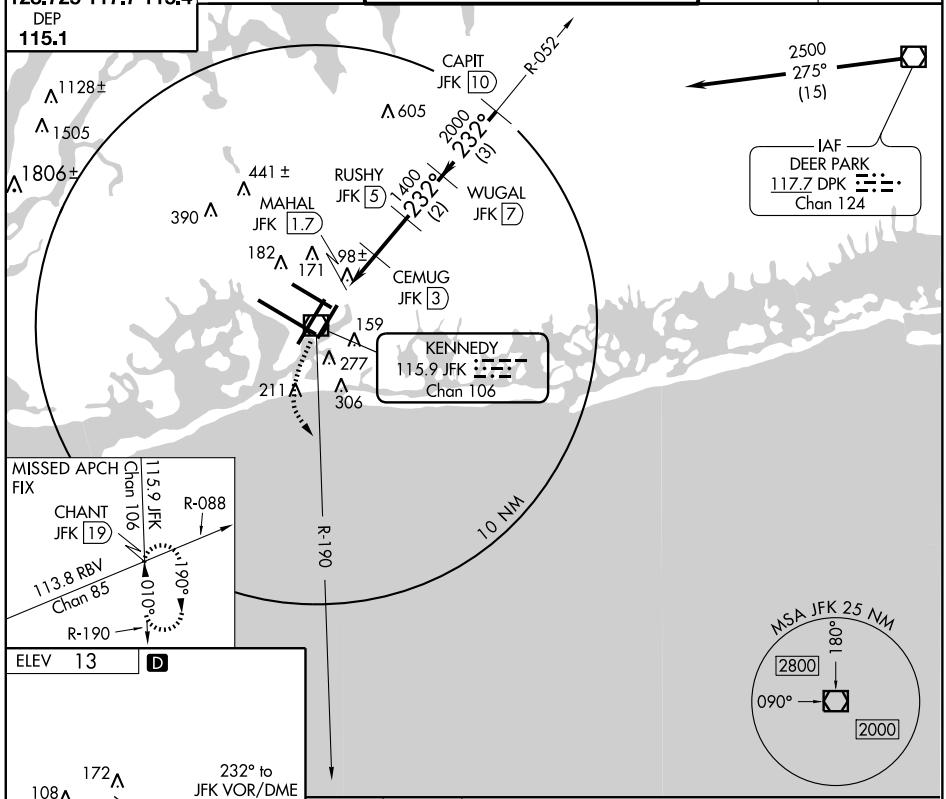
VOR/DME RWY 22L

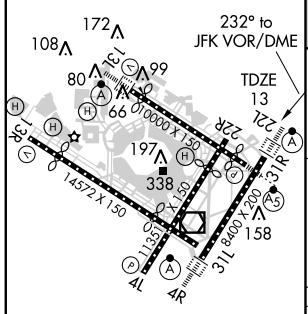
NEW YORK / JOHN F. KENNEDY INTL (JFK)

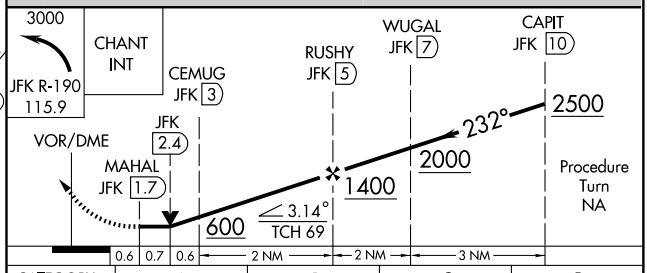
ALSF-2

MISSED APPROACH: Climbing left turn to 3000 via JFK R-190 to CHANT Int/19 DME and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW)	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
128.725 117.7 115.4		Rwys 4L/22R and 13R/31L 123.9 281.55		
DEP 115.1				







REIL Rwy 4L
HIRL Rwys 4L-22R
4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L

CATEGORY	A	B	C	D
S-22L	440/24 427 (500-½)		440/40 427 (500-¾)	440/50 427 (500-1)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR or GPS RWY 13L/13R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

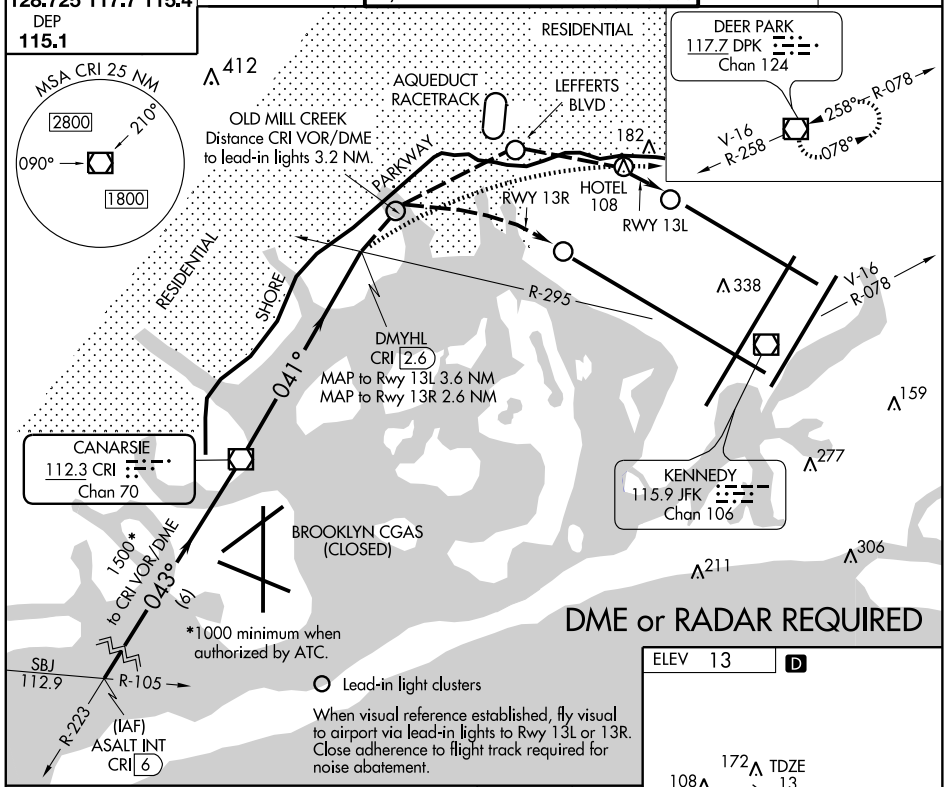
VOR/DME CRI	APP CRS	Rwy Idg 13R	11966
112.3	041°	13L	9095
Chan 70		TDZE	13
		Apt Elev	13

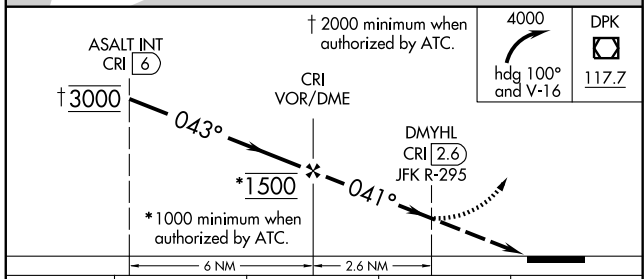
For inoperative LDIN, procedure not authorized.

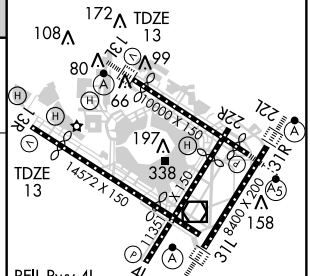
Rwy13L ALSF-2 (A)

MISSED APPROACH: At or beyond MAP, climbing right turn to 4000 via heading 100° and V-16 to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											







REIL Rwy 4L
HIRL Rwys 4L-22R 4R-22L, 13R-31L, and 13L-31R
TDZ/CL Rwys 4R, 13L, 31R and 22L

CATEGORY	A	B	C	D
LDIN-13L	800-2 787 (800-2)		800-2¼ 787 (800-2¼)	800-2½ 787 (800-2½)
LDIN-13R	800-2 787 (800-2)		800-2¼ 787 (800-2¼)	800-2½ 787 (800-2½)

FAF to MAP 2.6 NM

Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

NE-2. 14 JAN 2010 to 11 FEB 2010

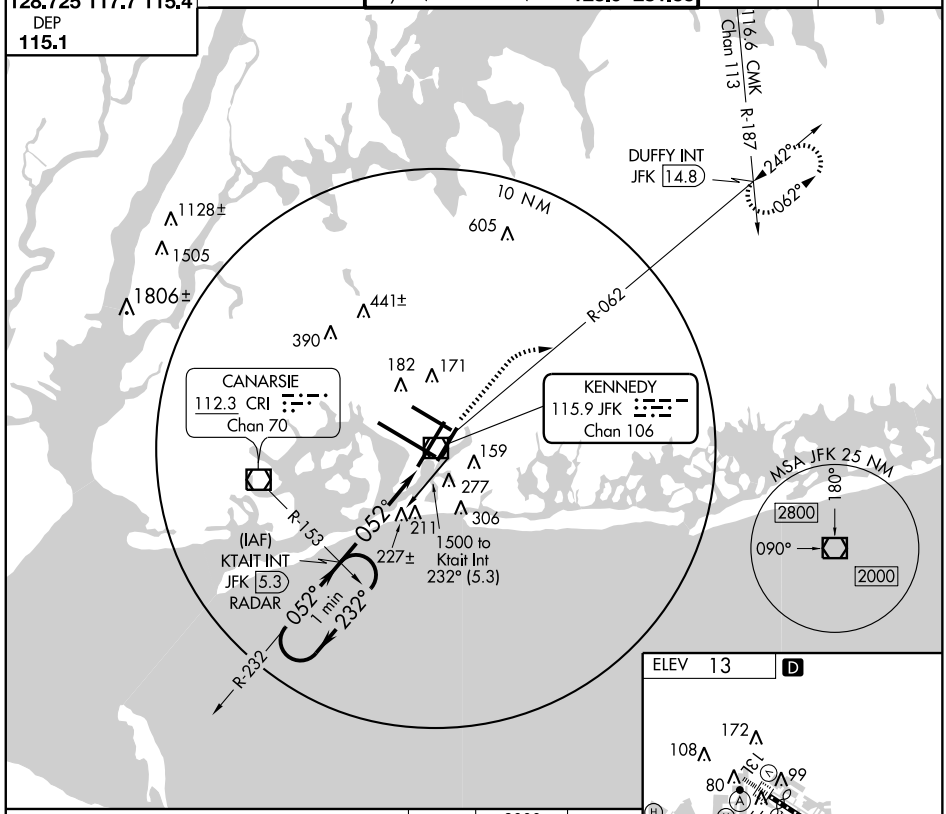
VOR/DME JFK	APP CRS	Rwy Idg	11351
115.9 Chan 106	052°	TDZE	12
		Apt Elev	13

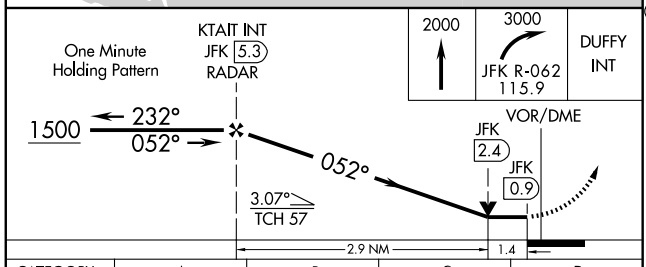
VOR RWY 4L

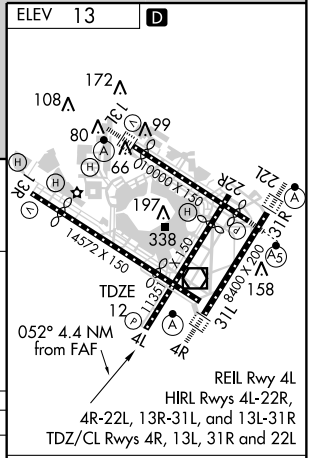
NEW YORK / JOHN F. KENNEDY INTL (JFK)

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via JFK R-062 to DUFFY Int/JFK 14.8 DME and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW) 128.725 117.7 115.4	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
DEP 115.1		Rwys 4L/22R and 13R/31L 123.9 281.55		







CATEGORY	A	B	C	D
S-4L	540/50	528 (600-1)	540-1½ 528 (600-1½)	540-1¾ 528 (600-1¾)
CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME JFK	APP CRS	Rwy Idg	8400
115.9 Chan 106	028°	TDZE	13
		Apt Elev	13

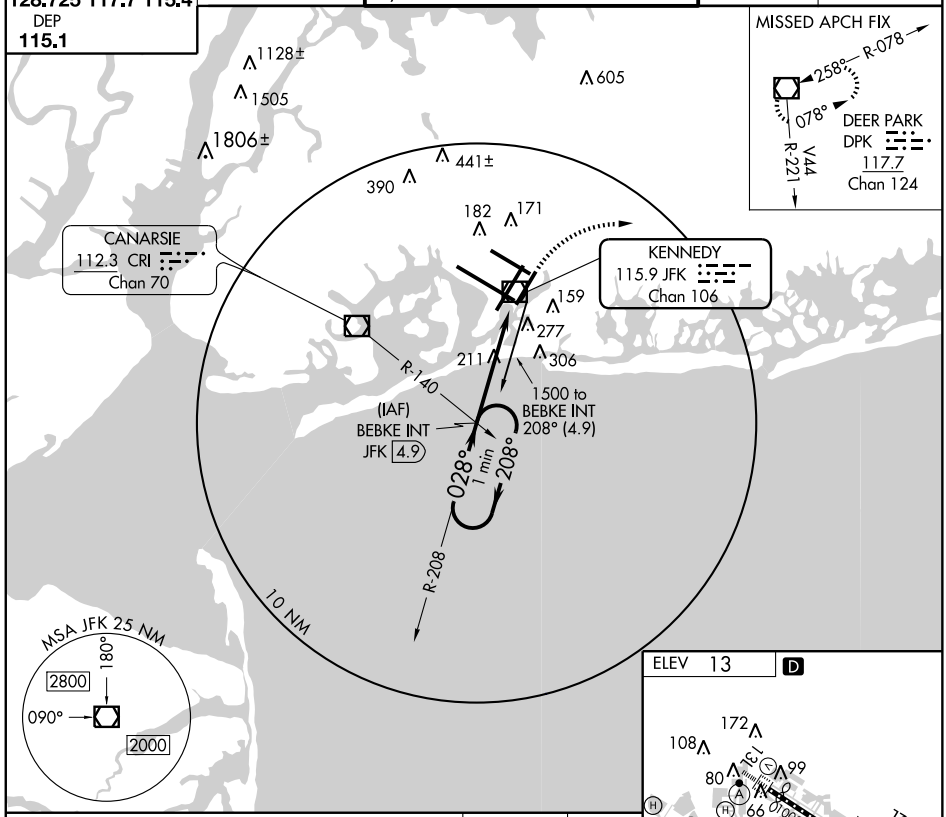
VOR RWY 4R

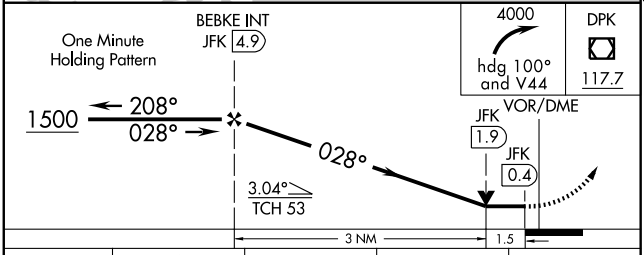
NEW YORK / JOHN F. KENNEDY INTL (JFK)

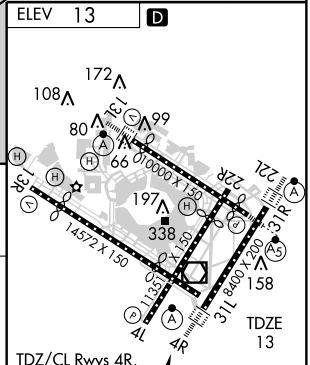
ALSF-2

MISSED APPROACH: Climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											







CATEGORY	A	B	C	D
S-4R	540/24	527 (600-½)	540/50 527 (600-1)	540/60 527 (600-1¼)
CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 14 JAN 2010 to 11 FEB 2010

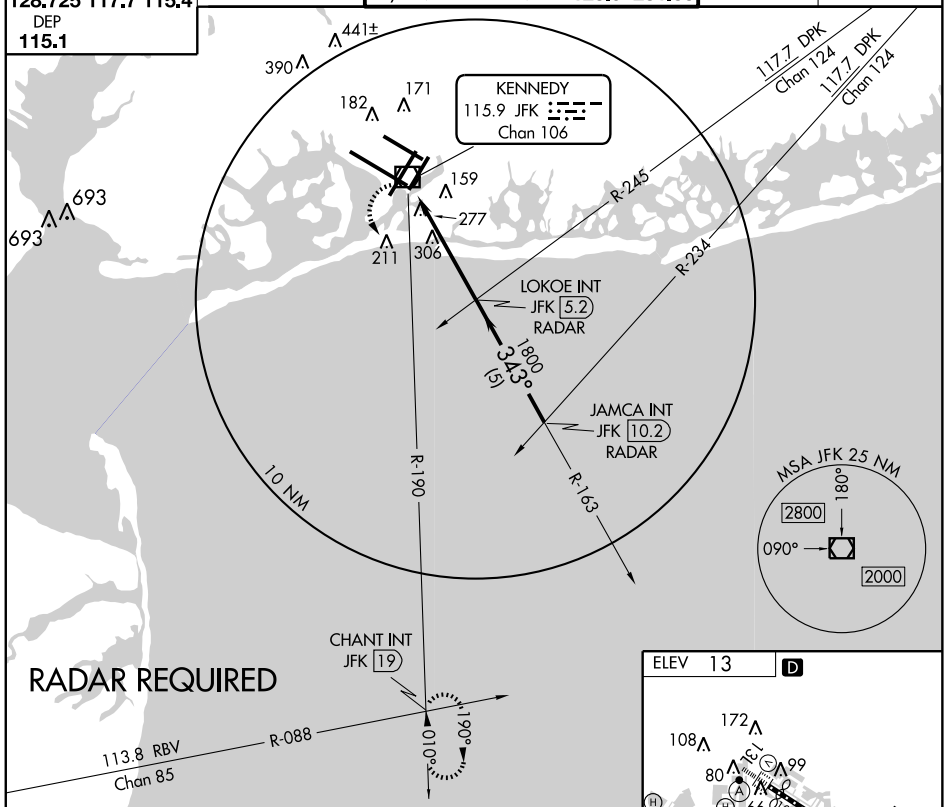
VOR/DME JFK	APP CRS	Rwy Idg	11248
115.9	343°	TDZE	13
Chan 106		Apt Elev	13

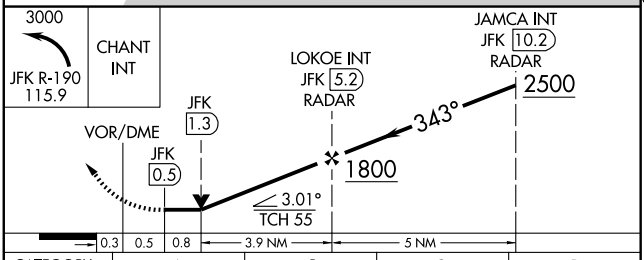
VOR RWY 31L

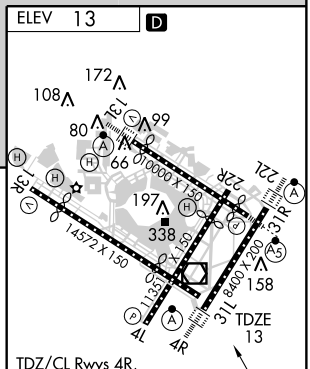
NEW YORK / JOHN F. KENNEDY INTL (JFK)

MISSED APPROACH: Climbing left turn to 3000 via JFK R-190 to CHANT Int/JFK 19 DME and hold.

ATIS			NEW YORK APP CON	KENNEDY TOWER		GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											







CATEGORY	A	B	C	D
S-31L	560/50 547 (600-1)		560-1½ 547 (600-1½)	560-1¾ 547 (600-1¾)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

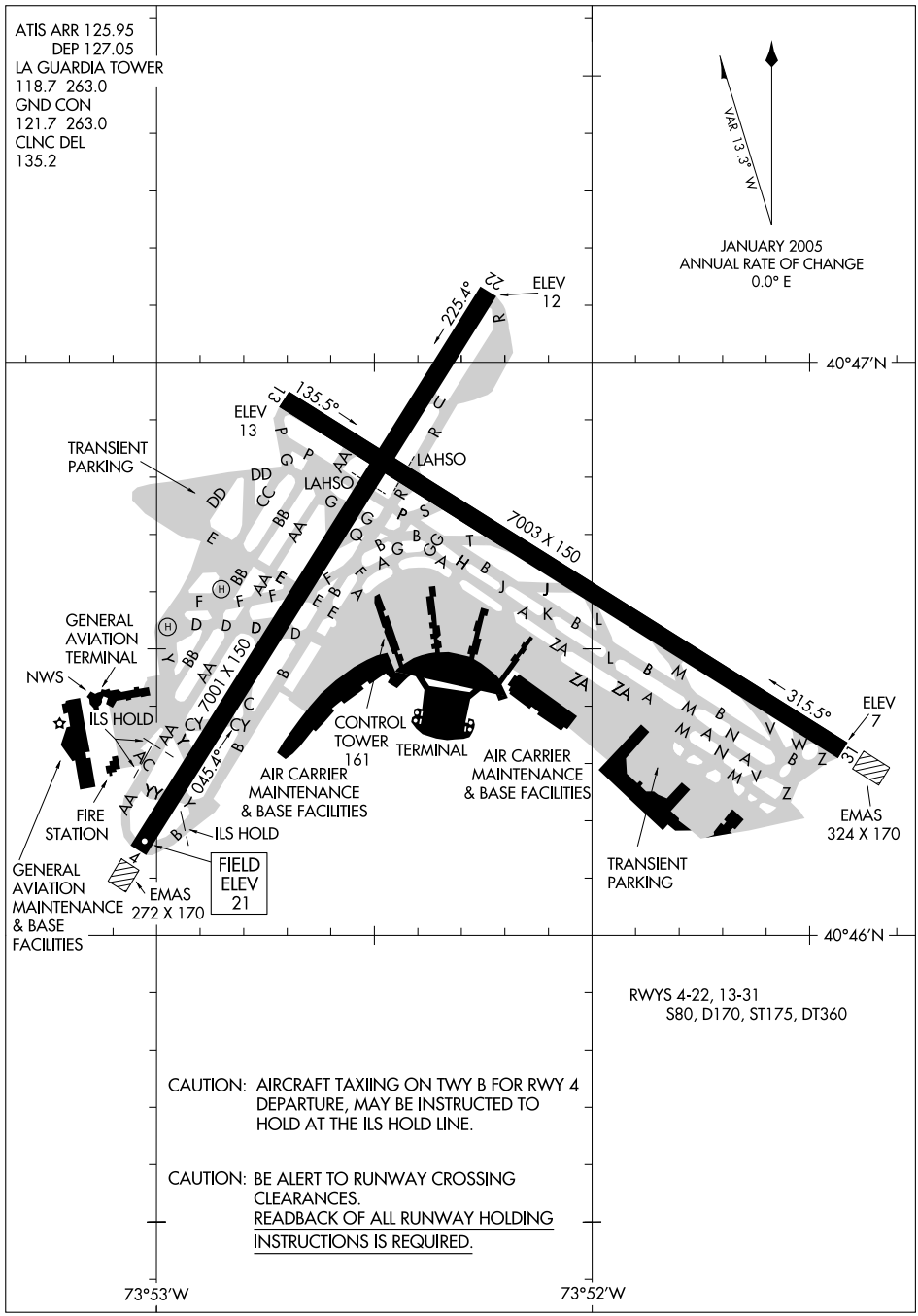
NE-2. 14 JAN 2010 to 11 FEB 2010

09351

AIRPORT DIAGRAM

AL-289 (FAA)

NEW YORK/LA GUARDIA (LGA)
NEW YORK, NEW YORK



NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-URD	APP CRS	Rwy Idg	7001
110.5	224°	TDZE	14
		Apt Elev	22

COPTER ILS/DME RWY 22

NEW YORK/LA GUARDIA (LGA)

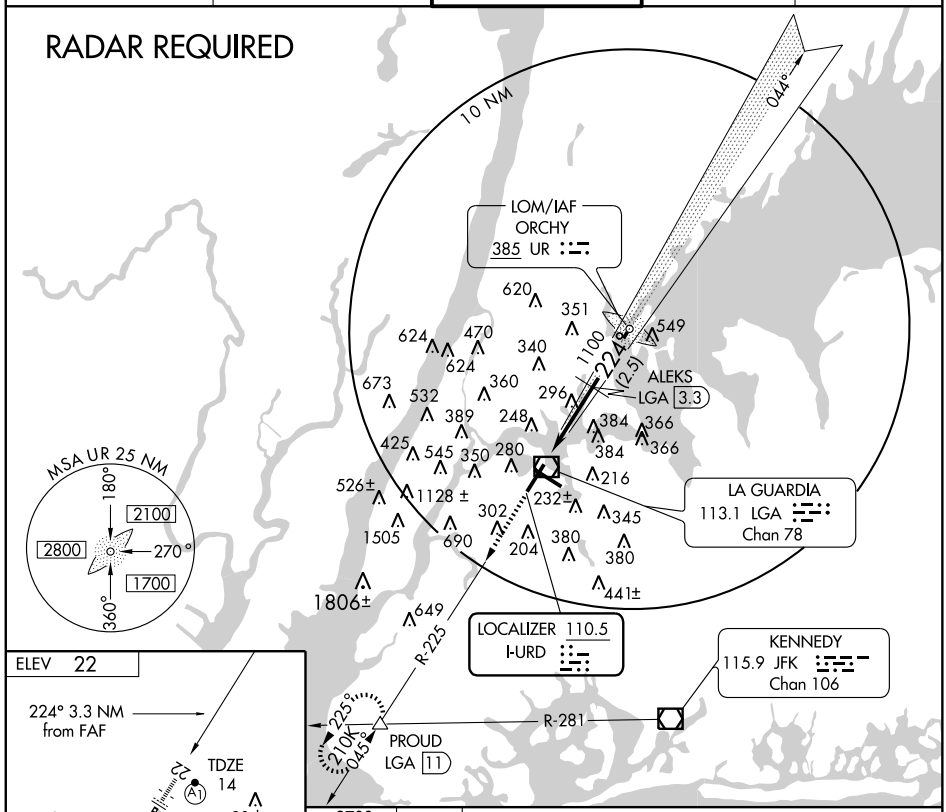
NA

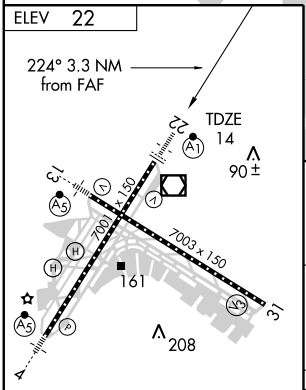
ALSF-1

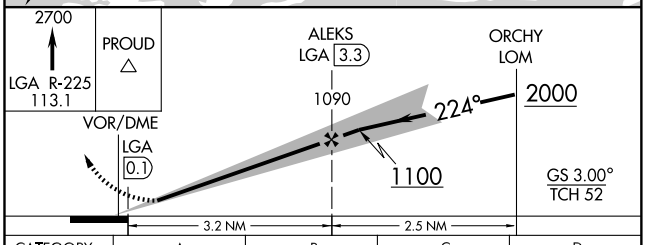
MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD Int and hold.

ATIS ARR	ATIS DEP	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
125.95	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED







CATEGORY	A	B	C	D
H-ILS 22	214/12 200 (200-¼)	NA		
H-LOC 22	620/12 606 (700-¼)	NA		
CIRCLING	NA			

TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
250°	TDZE	N/A
	Apt Elev	22

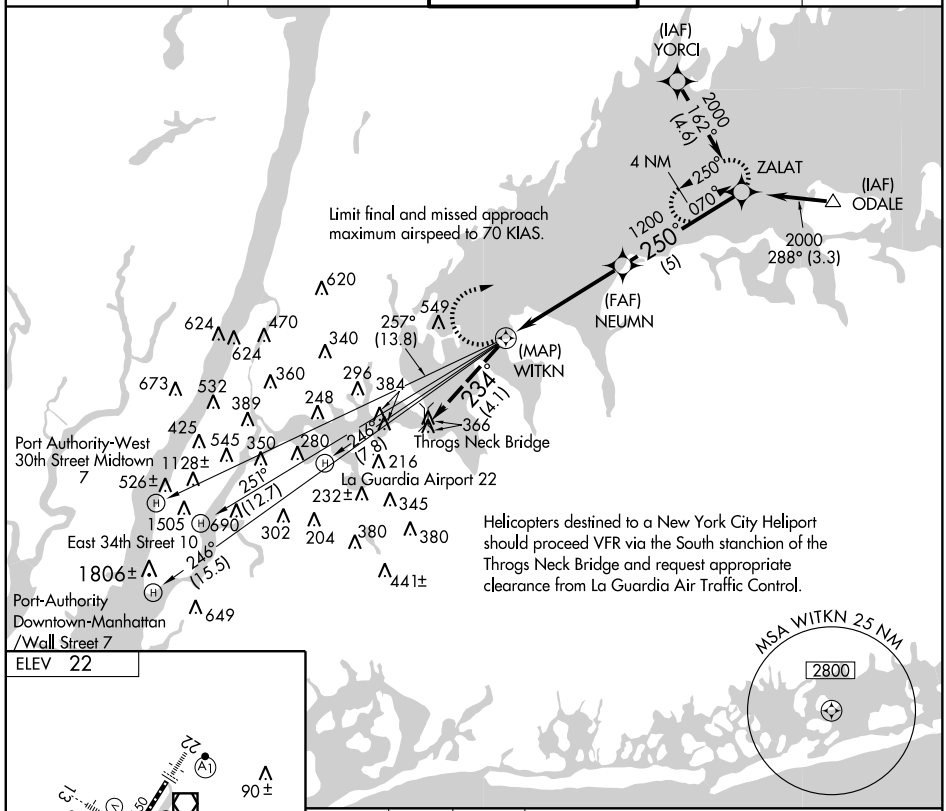
COPTER RNAV (GPS) 250°

NEW YORK/ LA GUARDIA (LGA)

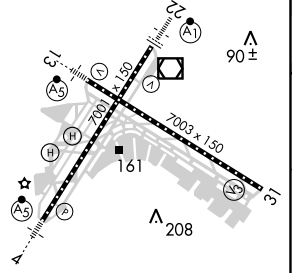
NA — Use La Guardia altimeter setting.

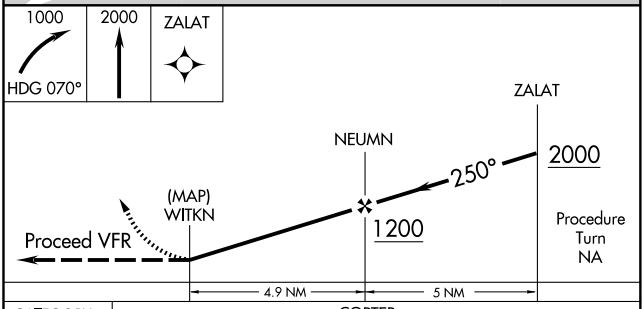
MISSED APPROACH: Climbing right turn to 1000 until heading through 070°, climb to 2000 direct ZALAT WP and hold.

ATIS ARR 125.95 ATIS DEP 127.05	NEW YORK APP CON 120.8 263.0	LA GUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0	CLNC DEL 135.2



ELEV 22

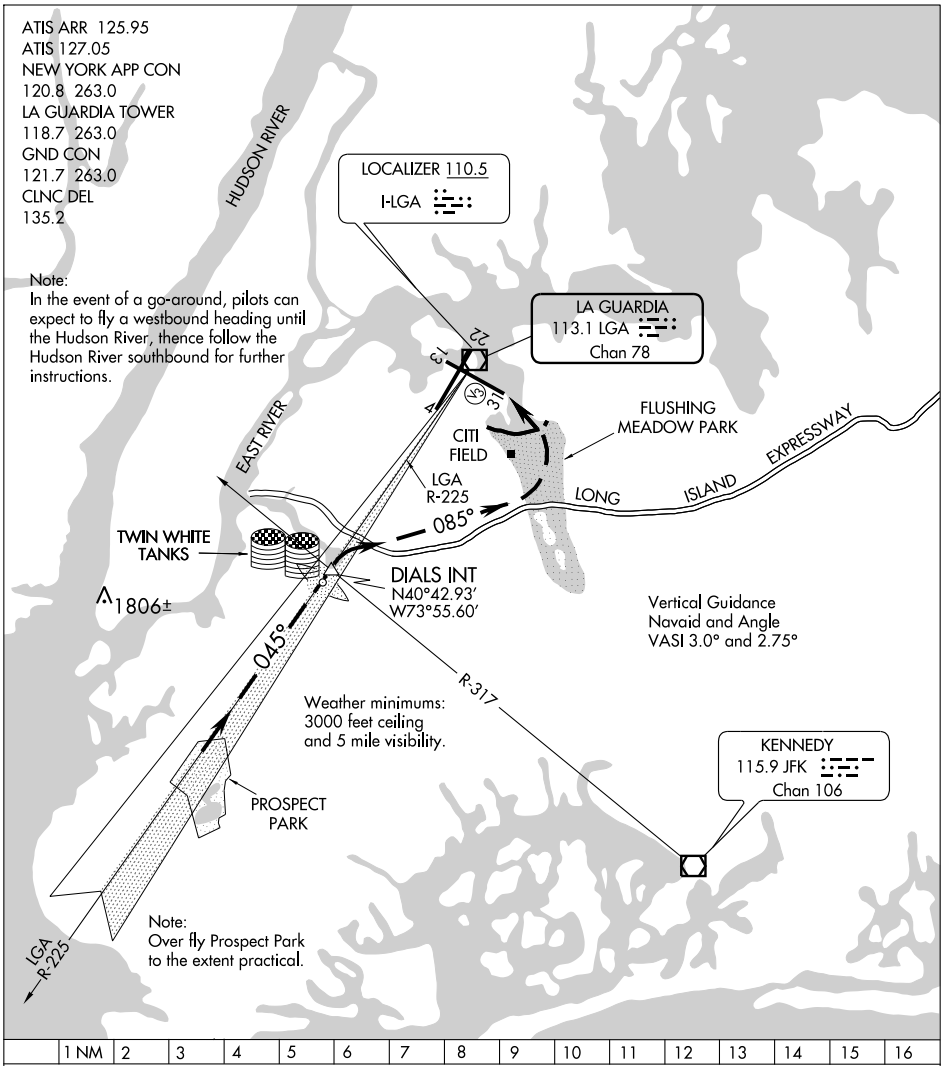




TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

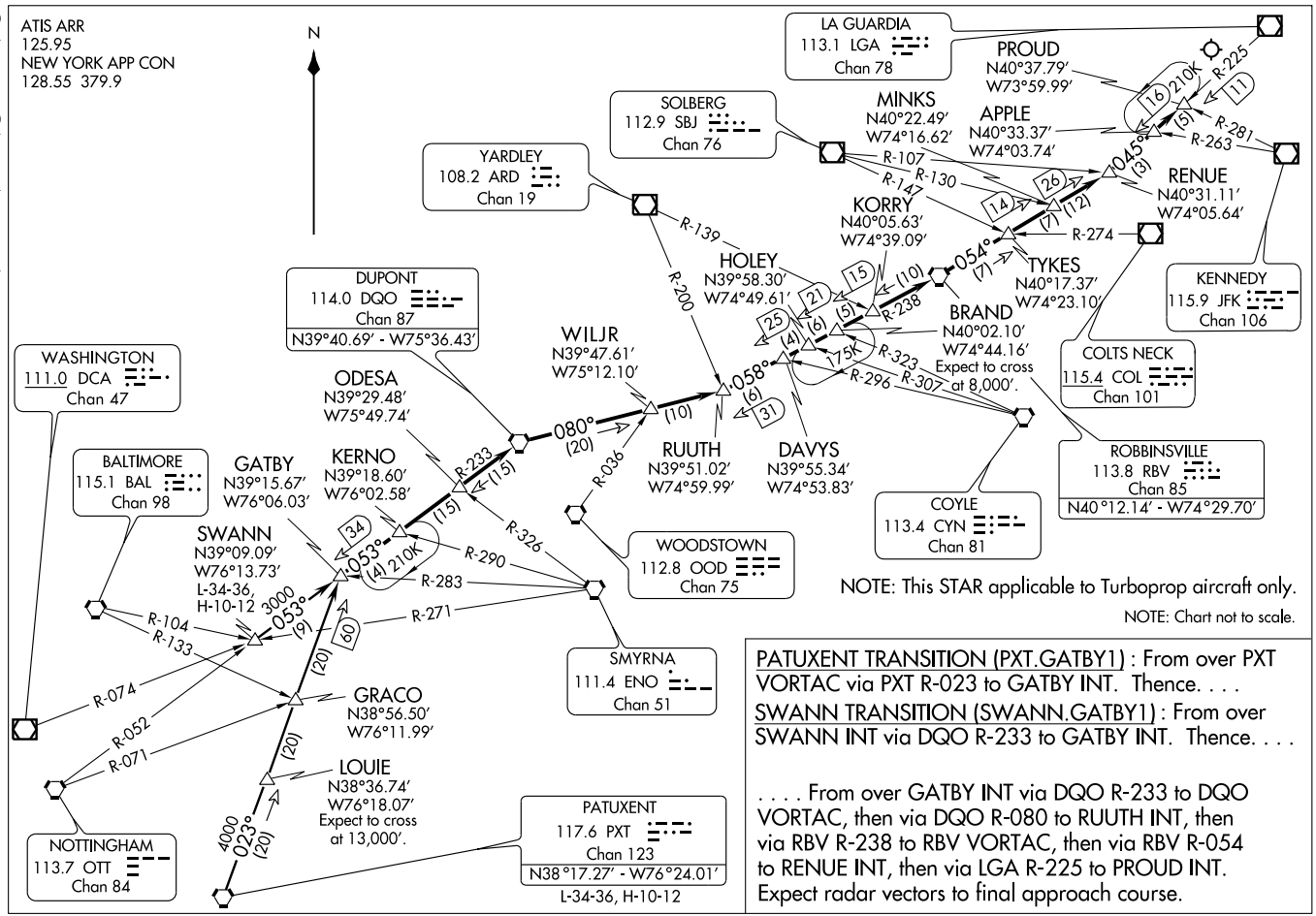
CATEGORY	COPTER
H-250°	480-¾ 351 (400-¾)
CIRCLING	NA

NE-2. 14 JAN 2010 to 11 FEB 2010



EXPRESSWAY VISUAL RWY 31

When cleared for an Expressway Approach to Rwy 31 (while on LGA VOR/DME R-225) cross DIALS INT at 2500 feet or above. Turn right at DIALS INT heading 085° and descend to Runway 31 via Long Island Expressway and Flushing Meadow Park. Use LGA Rwy 4 localizer for course guidance when LGA VOR is not available.



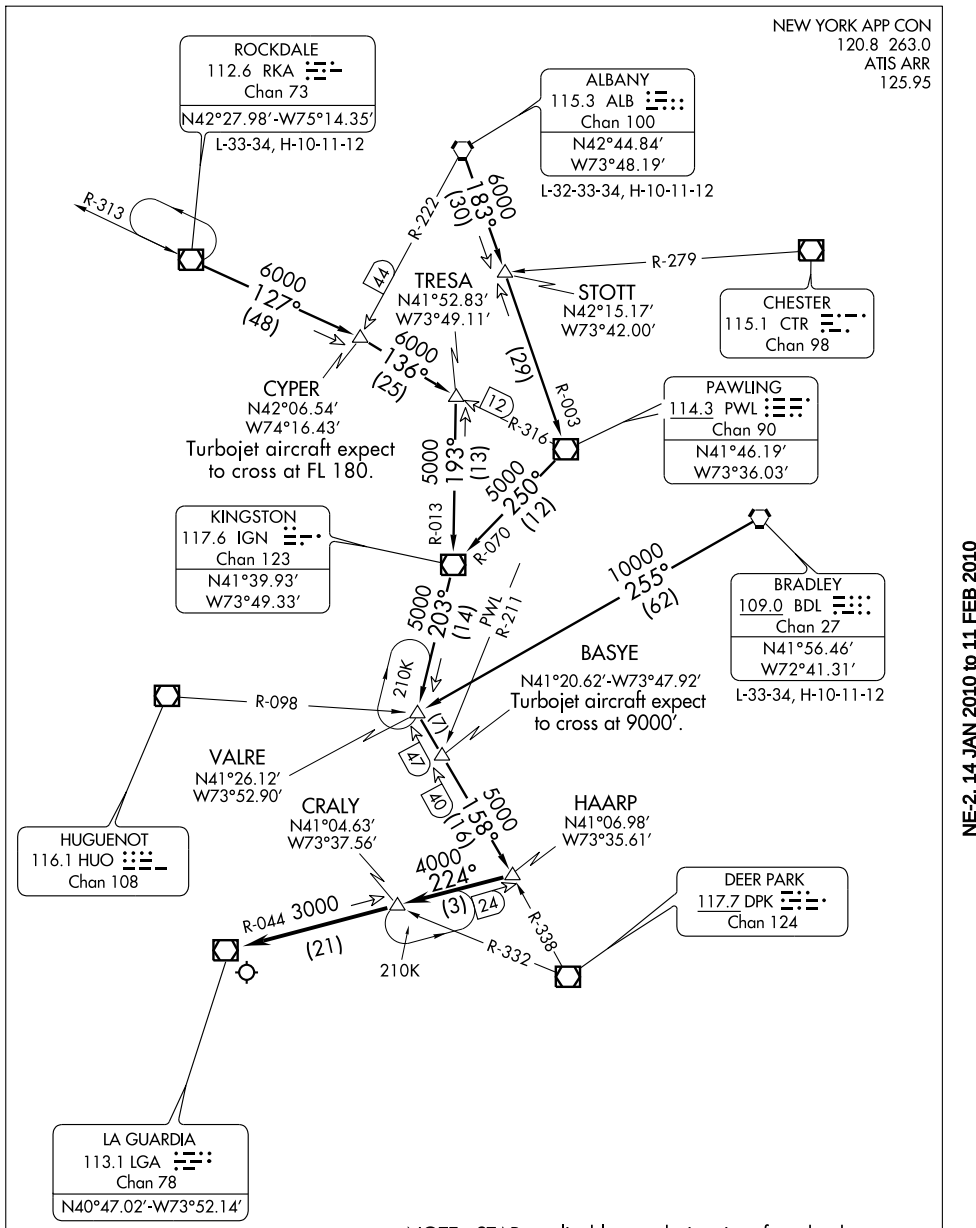
GATBY ONE ARRIVAL

(GATBY.GATBY1) 09351

ST-289 (FAA)

LA GUARDIA
NEW YORK, NEW YORK

HAARP ONE ARRIVAL



NOTE: STAR applicable to turbojet aircraft and turboprop aircraft operating at greater than 250 KIAS.

NOTE: RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-2, 14 JAN 2010 to 11 FEB 2010

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.HAARP1): From over ALB VORTAC via PWL R-003 to PWL VOR/DME, then via PWL R-250 and IGN R-070 to IGN VOR/DME, then via IGN R-203 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . . .

BRADLEY TRANSITION (BDL.HAARP1): From over BDL VORTAC via BDL R-255 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . . .

ROCKDALE TRANSITION (RKA.HAARP1): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . . .

. . . .From over HAARP INT via LGA R-044 to CRALY INT, then via LGA R-044 to LGA VOR/DME. Expect radar vectors to final approach course.

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-LGA	APP CRS	Rwy Idg	7001
110.5	044°	TDZE	21
		Apt Elev	21

ILS or LOC RWY 4

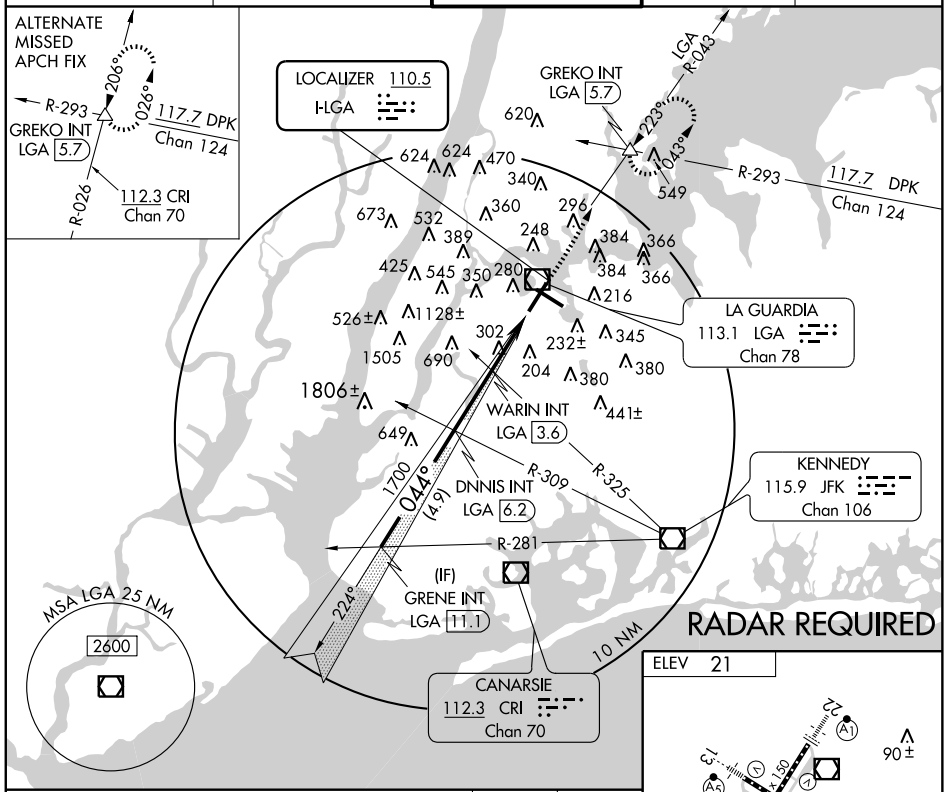
NEW YORK/LA GUARDIA (LGA)

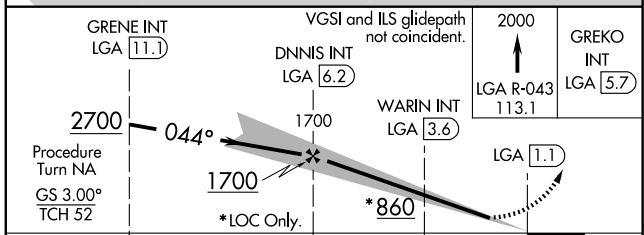
When VGSI inop, straight-in/circling Rwy 4 procedure NA at night. Visibility reduction by helicopters NA. For inoperative MALSR, increase S-LOC 4 Cats A/B visibility to RVR 5000.

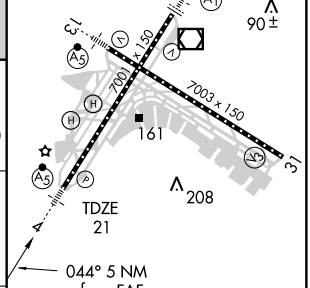
MALSR

MISSED APPROACH: Climb to 2000 via LGA VOR/DME R-043 to GREKO Int/LGA 5.7 DME and hold.

ATIS ARR	ATIS DEP	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
125.95	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2







TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

CATEGORY	A	B	C	D
S-ILS 4	305/40	284 (300-¾)		
S-LOC 4	560/40	539 (600-¾)	560/50 539 (600-1)	560/60 539 (600-1¼)
CIRCLING	640-1	619 (700-1)	640-1¾ 619 (700-1¾)	700-2¼ 679 (700-2¼)

FAF to MAP 5.0 NM

Knots	60	90	120	150	180
Min:Sec	5:02	3:22	2:31	2:01	1:41

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-GDI	APP CRS	Rwy Idg	7003
108.5	134°	TDZE	13
Chan 22		Apt Elev	22

ILS or LOC RWY 13

NEW YORK/LA GUARDIA (LGA)

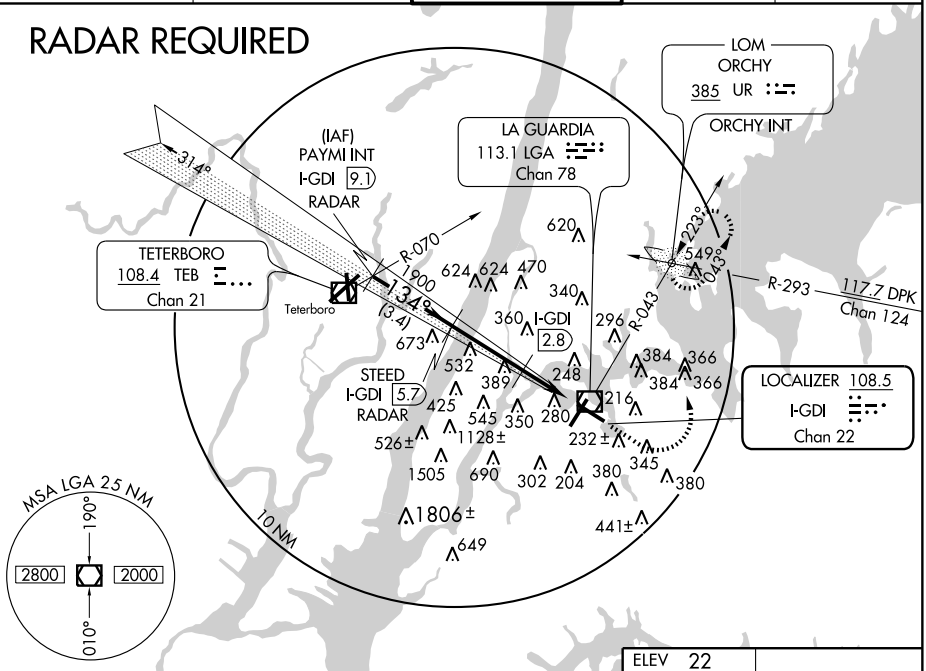
▼ DME or RADAR required.
▲ ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

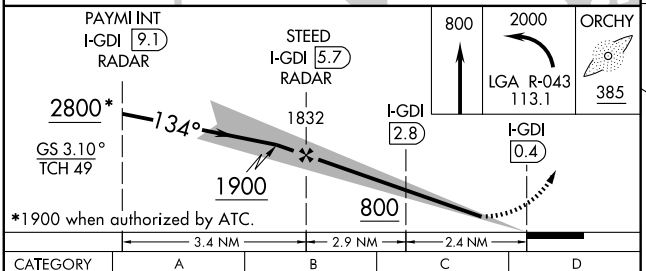
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/Int and hold.

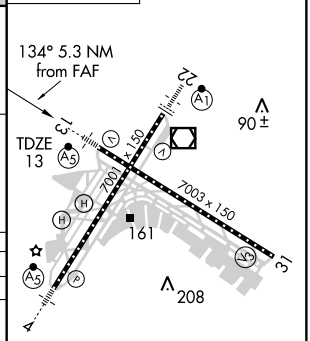
ATIS ARR	125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS 13		**213/24	200 (200-½)	
S-LOC 13	800/24 787 (800-½)	800/40 787 (800-¾)	800-1¾ 787 (800-1¾)	800-2 787 (800-2)
CIRCLING	800-1 778 (800-1)	800-1¼ 778 (800-1¼)	800-2¼ 778 (800-2¼)	800-2½ 778 (800-2½)
DME MINIMUMS				
S-LOC 13	500/24 487 (500-½)		500/40 487 (500-¾)	500/50 487 (500-1)
CIRCLING	580-1 558 (600-1)	600-1 578 (600-1)	620-1½ 598 (600-1½)	700-2¼ 678 (700-2¼)



TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-URD	APP CRS	Rwy Idg	7001
110.5	224°	TDZE	14
		Apt Elev	22

ILS or LOC RWY 22

NEW YORK/LA GUARDIA (LGA)

ALSF-1

MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD Int/LGA 11 DME and hold.

ATIS ARR	ATIS DEP	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
125.95	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED

MSA LGA 25 NM

190° 2800 2000 010°

10 NM

YOMAN INT LGA 10.8 RADAR

GREKO INT LGA 5.7 RADAR

620

044°

R-043

1900

224°

(5.1)

R-306

549

R-293

117.7 DPK Chan 124

117.7 DPK Chan 124

624 624 470 340 673 532 360 296 389 248 425 545 350 280 384 366 384 366 216 526± 1128± 232± 302 345 1505 690 204 380 380 1806± 441± 649

LA GUARDIA 113.1 LGA Chan 78

KENNEDY 115.9 JFK Chan 106

LOCALIZER 110.5 I-URD

R-225

225°

210°

045°

R-281

PROUD LGA 11

ELEV 22

224° 5.7 NM from FAF

TDZE 14

90±

23

13

31

7003 x 150

7003 x 150

161

208

TDZ/CL Rwy 22

HIRL Rwys 4-22 and 13-31

REIL Rwys 13, 22, and 31

2700

LGA R-225 113.1

PROUD

GREKO INT LGA 5.7 RADAR

YOMAN INT LGA 10.8 RADAR

3000

1900

224°

1900

GS 3.00°

TCH 52

5.7 NM 5.1 NM

CATEGORY	A	B	C	D
S-ILS 22	214/18 200 (200-½)			
S-LOC 22	620/24 606 (600-½)		620/60 606 (600-1¼)	620-1½ 606 (600-1½)
CIRCLING	620-1 598 (600-1)		620-1¾ 598 (600-1¾)	700-2¼ 678 (700-2¼)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

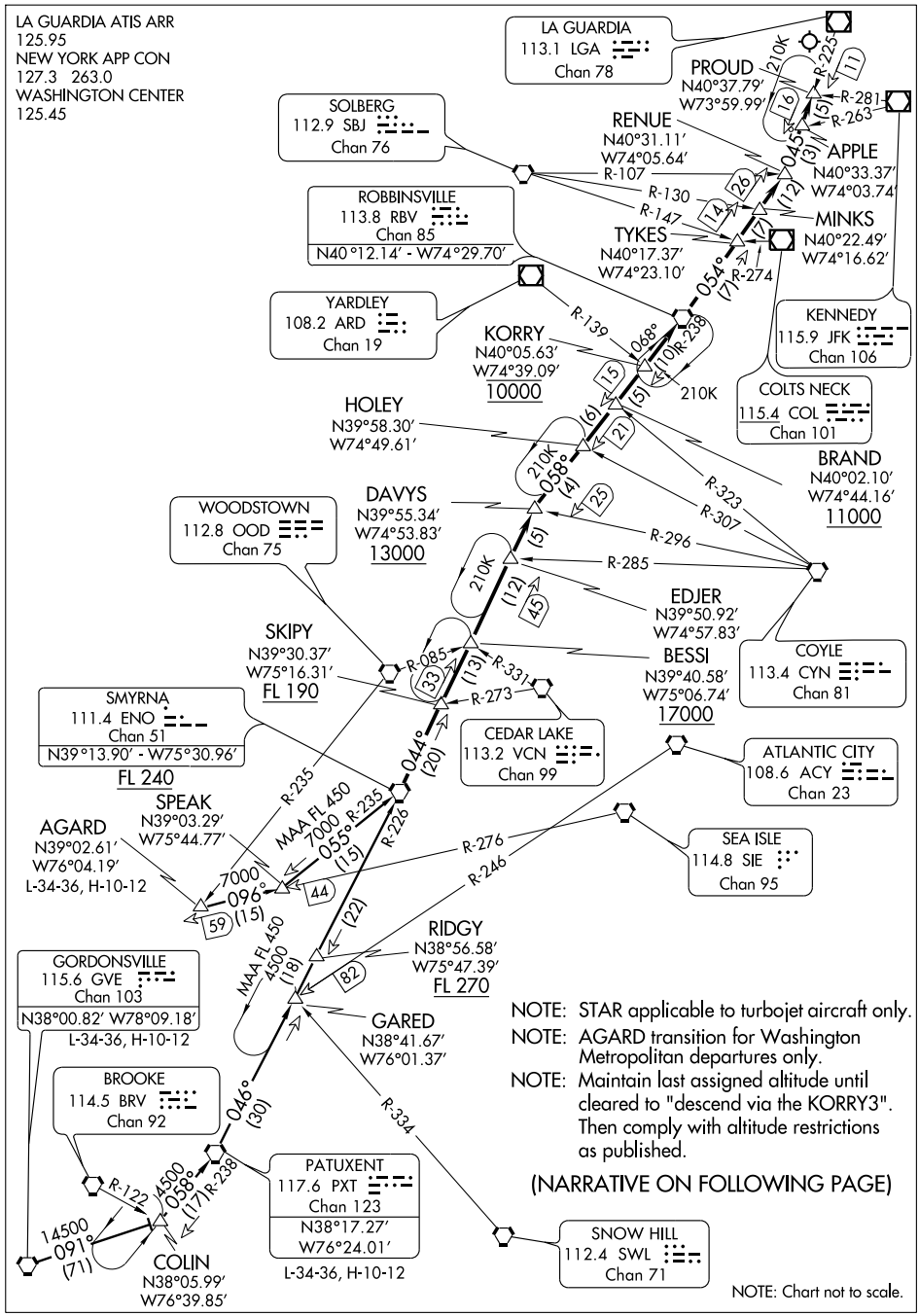
NE-2. 14 JAN 2010 to 11 FEB 2010

(ENO.KORRY3) 09295

ST-289 (FAA)

KORRY THREE ARRIVAL

LA GUARDIA
NEW YORK, NEW YORK



NE-2, 14 JAN 2010 to 11 FEB 2010

KORRY THREE ARRIVAL (ENO.KORRY3)

ARRIVAL ROUTE DESCRIPTION

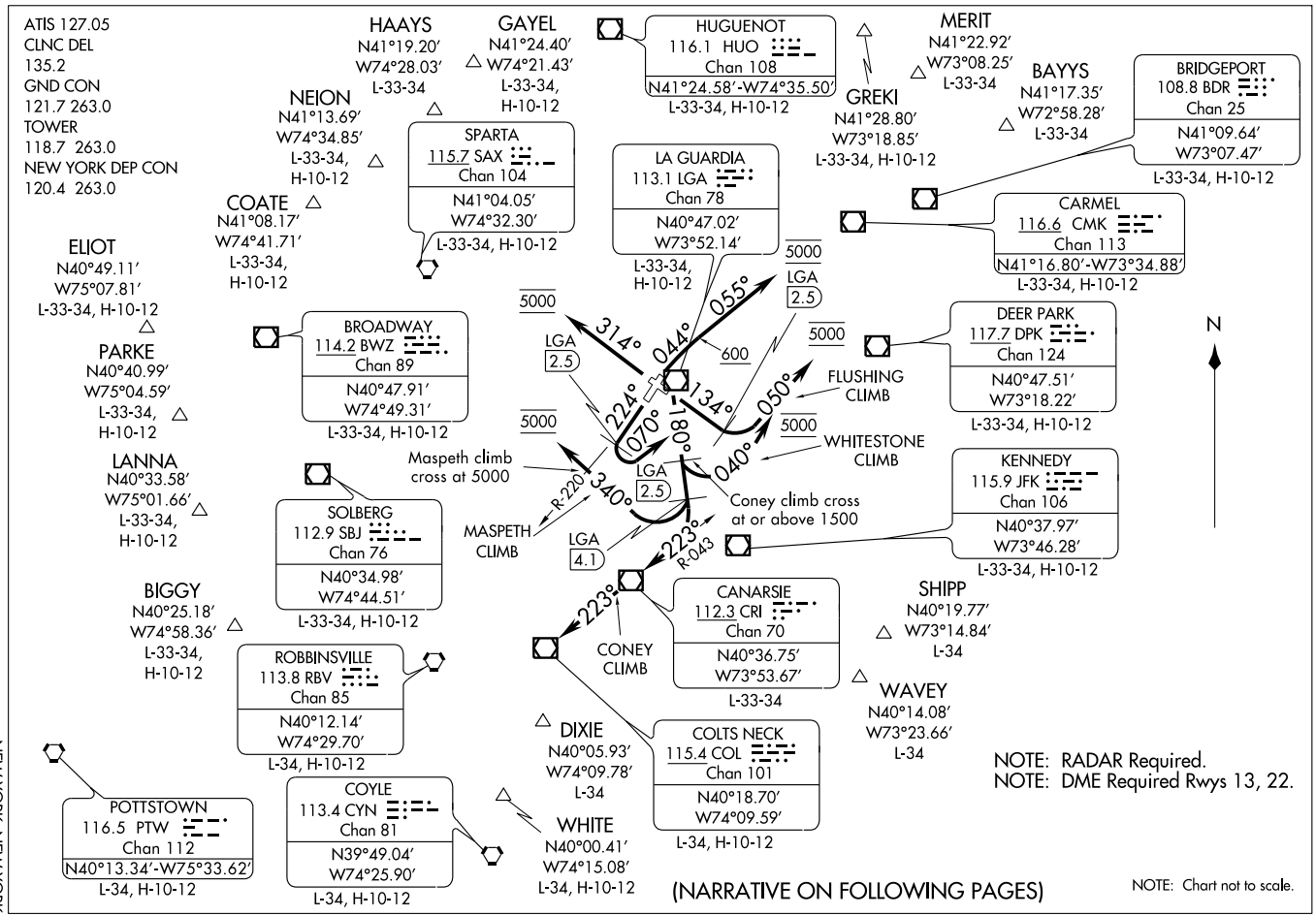
AGARD TRANSITION (AGARD.KORRY3): From over AGARD INT via SIE R-276 and ENO R-235 to ENO VORTAC. Thence . . . .

GORDONSVILLE TRANSITION (GVE.KORRY3): From over GVE VORTAC via GVE R-091 and PXT R-238 to PXT VORTAC, then via PXT R-046 and ENO R-226 to ENO VORTAC. Thence . . . .

PATUXENT TRANSITION (PXT.KORRY3): From over PXT VORTAC via PXT R-046 and ENO R-226 to ENO VORTAC. Thence . . . .

. . . . From over ENO VORTAC via ENO R-044 to DAVYS INT, then via RBV R-238 to RBV VORTAC, then via RBV R-054 to RENUE INT, then via LGA R-225 to PROUD INT. Expect radar vectors to final approach course.

NE-2, 14 JAN 2010 to 11 FEB 2010



(LGA2.LGA) 09295

LA GUARDIA TWO DEPARTURE

SI-289 (FAA)

NEW YORK/LA GUARDIA (LGA)
NEW YORK, NEW YORK

LA GUARDIA TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb heading 044° to 600', then right turn heading 055°, maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 13 (Coney Climb: TURBOJET AIRCRAFT ONLY - Minimum ATC climb gradient 900' per NM to 1500', if unable, advise ATC): Climbing right turn heading 180° to intercept CRI R-043, do not exceed 230 knots until intercepting CRI R-043, to CRI VOR/DME then on CRI R-223, cross LGA 2.5 DME at or above 1500', maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 13 (Flushing Climb): Climb heading 134° to LGA 2.5 DME, then left turn heading 050°, maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 13 (Maspeth Climb: TURBOJET AIRCRAFT ONLY - Minimum ATC climb gradient 900' per NM to 1500', if unable, advise ATC.): Climbing right turn heading 180° to LGA 4.1 DME, then right turn heading 340°, cross LGA R-220 at and maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 13 (Whitestone Climb): Climbing right turn heading 180° to LGA 2.5 DME, then left turn heading 040°, do not exceed 210 knots until established on heading 040°, maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 22: Climb heading 224° to LGA 2.5 DME, then left turn heading 070°, maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 31: Climb heading 314° (or as assigned by ATC), maintain 5000', Thence. . . .

. . . .via radar vectors to assigned ROUTE/FIX. Expect clearance to filed altitude/flight level 10 minutes after departure.

NOTE: BIGGY, ELIOT, LANNA, and PARKE departures do not exceed 250 knots until reaching 11,000'.
NOTE: BAYYS departures expect vectors to BDR/BDR R-054.
NOTE: COATE departures expect vectors to SAX/SAX R-311.
NOTE: RWY 31 departures expect turn on course leaving 6000'.
NOTE: SHIPP departures expect vectors to JFK/JFK R-139.
NOTE: WAVEY departures expect vectors to JFK/JFK R-156.
NOTE: WHITE departures expect vectors to COL/COL R-204.
NOTE: BIGGY departures expect vectors to SBJ/SBJ R-237.
NOTE: DIXIE departures expect vectors to COL/COL R-192.
NOTE: ELIOT departures expect vectors to SAX R-252.
NOTE: GAYEL departures expect vectors to DPK R-320.
NOTE: GREKI departures expect vectors to CMK R-057.
NOTE: LANNA departures expect vectors to PTW R-059.
NOTE: MERIT departures expect vectors to LGA R-055.
NOTE: NEION departures expect vectors to LGA R-322.
NOTE: PARKE departures expect vectors to BWZ/BWZ R-250.
NOTE: HAAYS departures expect vectors to HUO.

(CONTINUED ON FOLLOWING PAGE)

LA GUARDIA TWO DEPARTURE

(CONTINUED)

TAKE-OFF OBSTACLES

Rwy 4: Bridge 2.1 NM from DER, 3754′ right of centerline, 345′ AGL/384′ MSL.
Bush and Terrain beginning 99′ from DER, 114′ left of centerline, up to 16′ AGL/33′ MSL.
Rwy 13: Numerous buildings beginning 1.9 NM from DER, 741′ right of centerline, up to 280′ AGL/345′ MSL.
Multiple buildings, Stacks, Bush and Fence Lights beginning 98′ from DER, 168′ left of centerline, up to 211′ AGL/271′ MSL.
Localizer 392′ from DER, on centerline, 10′ AGL/19′ MSL.
Rwy 22: Multiple Trees, Buildings and Blast Fence beginning 109′ from DER, 138′ right of centerline, up to 222′ AGL/302′ MSL.
Multiple Trees and Buildings beginning 165′ from DER, 150′ left of centerline, up to 72′ AGL/102′ MSL.
Rwy 31: Stack 1.3 NM from DER, 2014′ left of centerline, 250′ AGL/268′ MSL.

TAKE-OFF MINIMUMS:
Rwy 4: 400-2½ or STANDARD with minimum climb of 230′ per NM to 600.
Rwy 13: 400-2¼ or STANDARD with minimum climb of 280′ per NM to 500.
Rwy 22: 300-2¼ or STANDARD with minimum climb of 210′ per NM to 400.
Rwy 31: 300-1½ or STANDARD with minimum climb of 260′ per NM to 400.

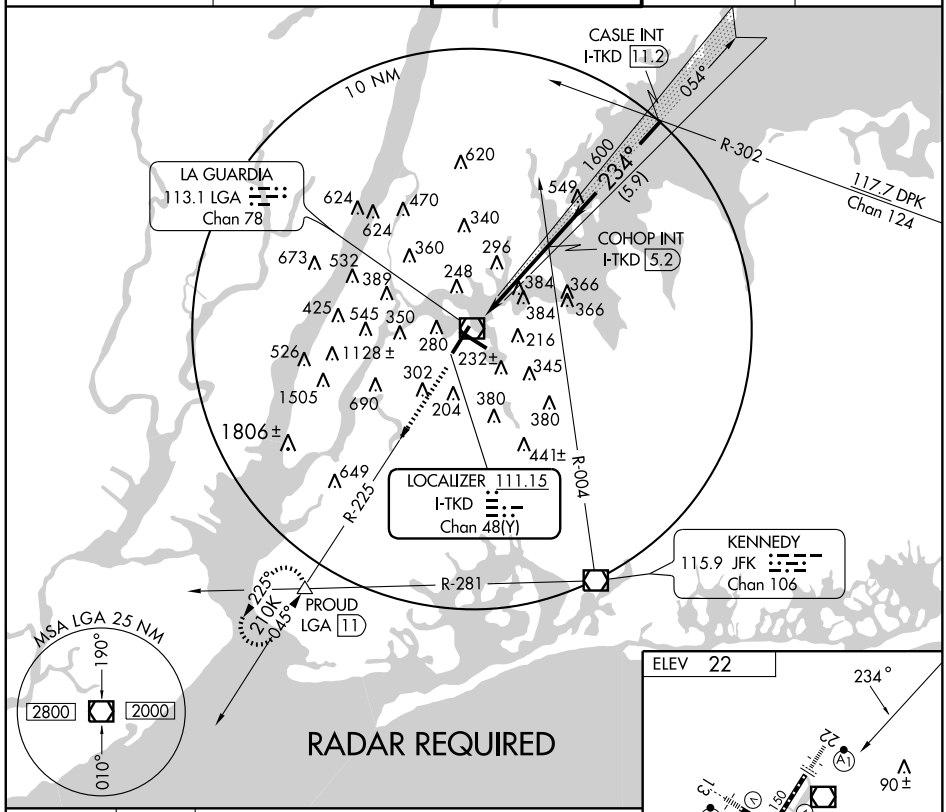
LOC/DME I-TKD	APP CRS	Rwy Idg	N/A
111.15	234°	TDZE	N/A
Chan 48 (Y)		Apt Elev	22

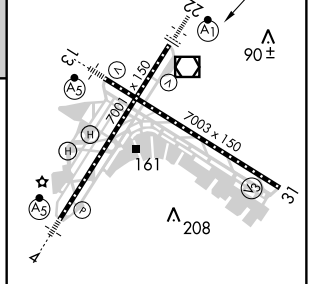
LDA-A

NEW YORK/LA GUARDIA (LGA)

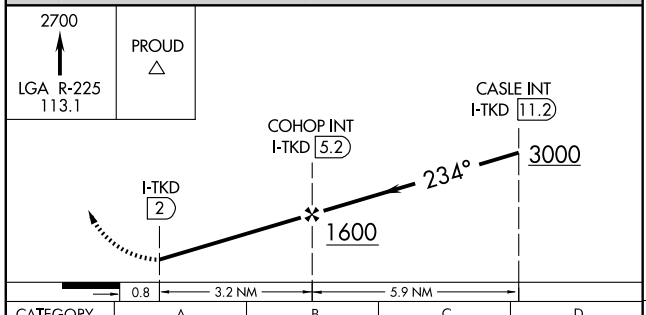
MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD Int and hold.

ATIS ARR 125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP 127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2





TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31



CATEGORY	A	B	C	D
CIRCLING	640-1 618 (700-1)		640-1¾ 618 (700-1¾)	700-2¼ 678 (700-2¼)

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

NE-2, 14 JAN 2010 to 11 FEB 2010

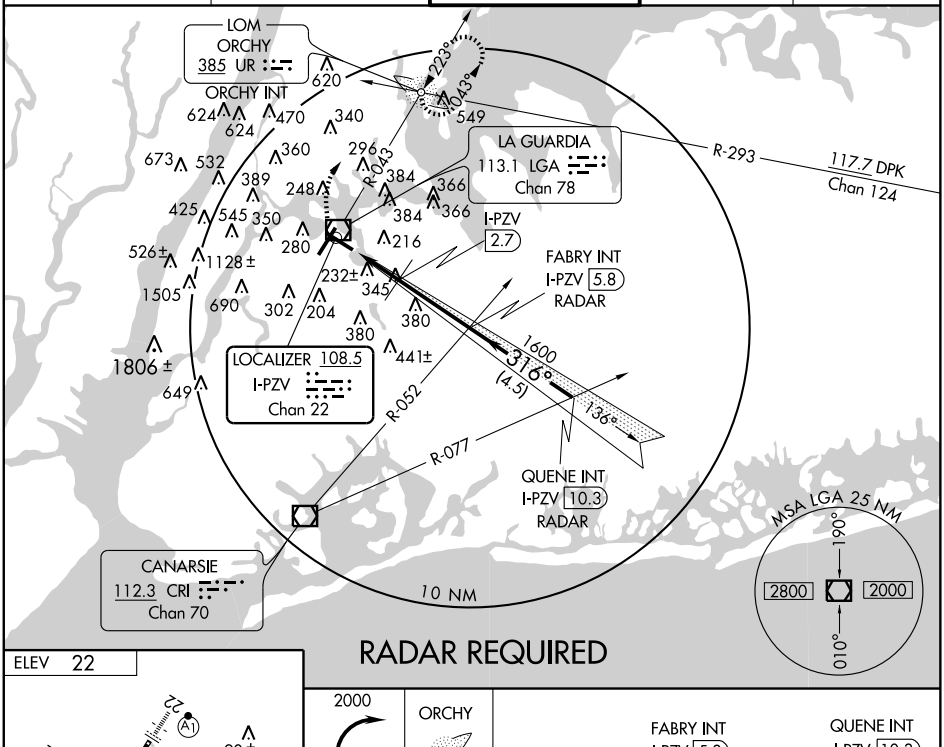
LOC/DME I-PZV	APP CRS	Rwy Idg	7003
108.5	316°	TDZE	8
Chan 22		Apt Elev	22

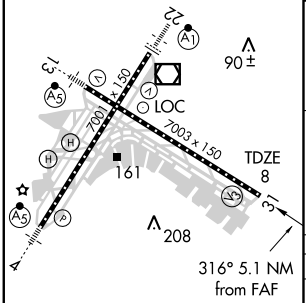
LOC RWY 31

NEW YORK/LA GUARDIA (LGA)

MISSED APPROACH: Climbing right turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/Int and hold.

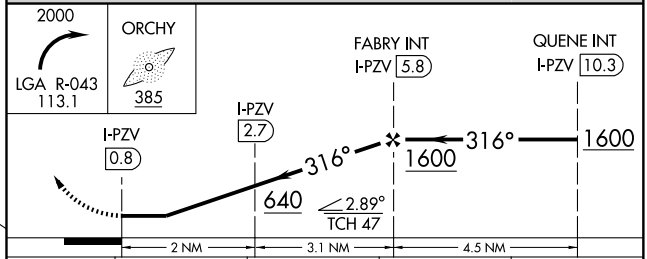
ATIS ARR	ATIS DEP	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
125.95	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2





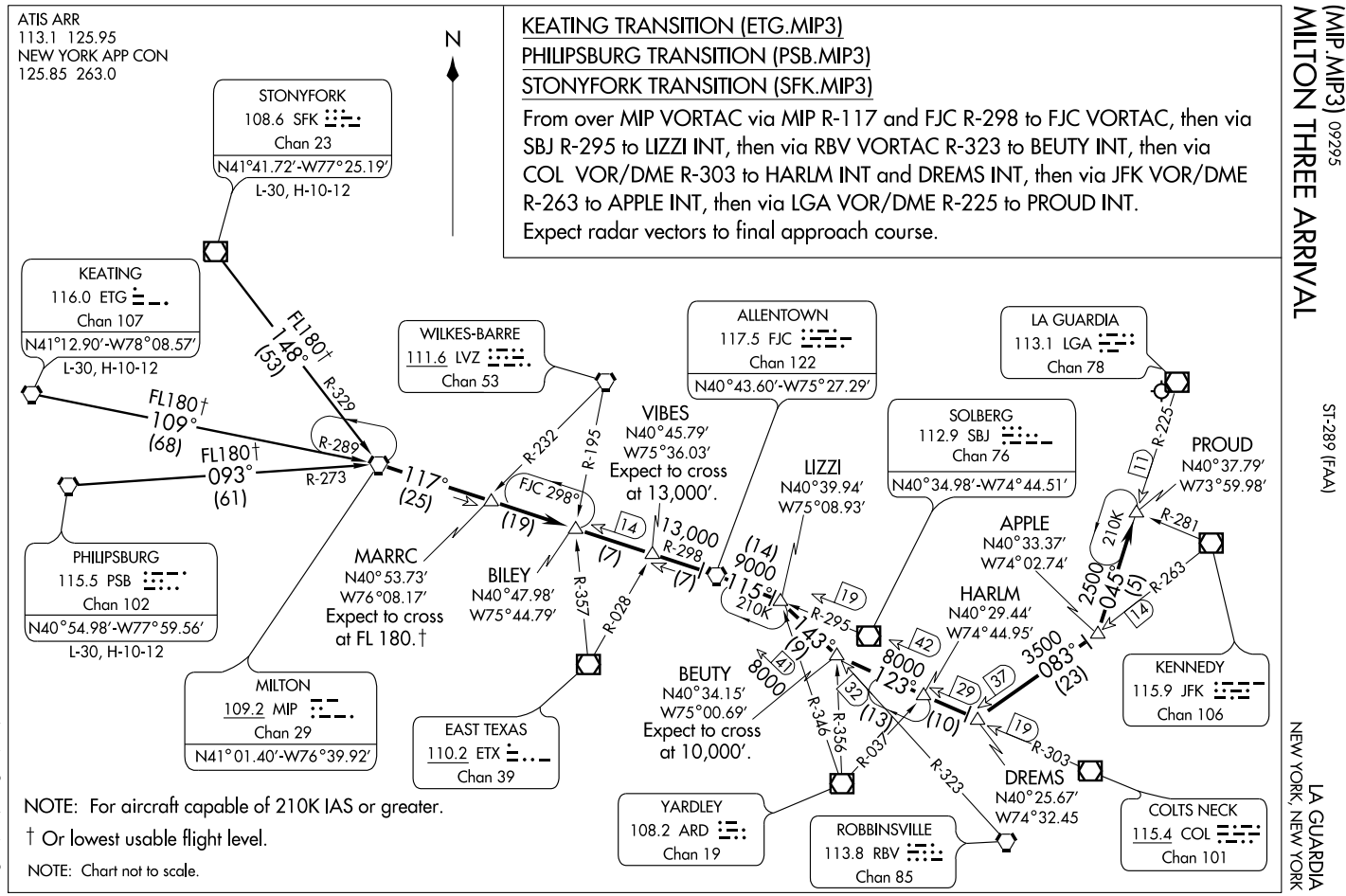
TDZ/CL Rwy 22
REIL Rwys 13, 22 and 31
HIRL Rwys 4-22 and 13-31

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-31	640/50 632 (700-1)		640-1¾ 632 (700-1¾)	640-2 632 (700-2)
CIRCLING	640-1 618 (700-1)		640-1¾ 618 (700-1¾)	700-2¼ 678 (700-2¼)
DME MINIMUMS				
S-31	600/50 592 (600-1)		600-1½ 592 (600-1½)	600-1¾ 592 (600-1¾)
CIRCLING	600-1 578 (600-1)		620-1½ 598 (600-1½)	700-2¼ 678 (700-2¼)

NE-2, 14 JAN 2010 to 11 FEB 2010

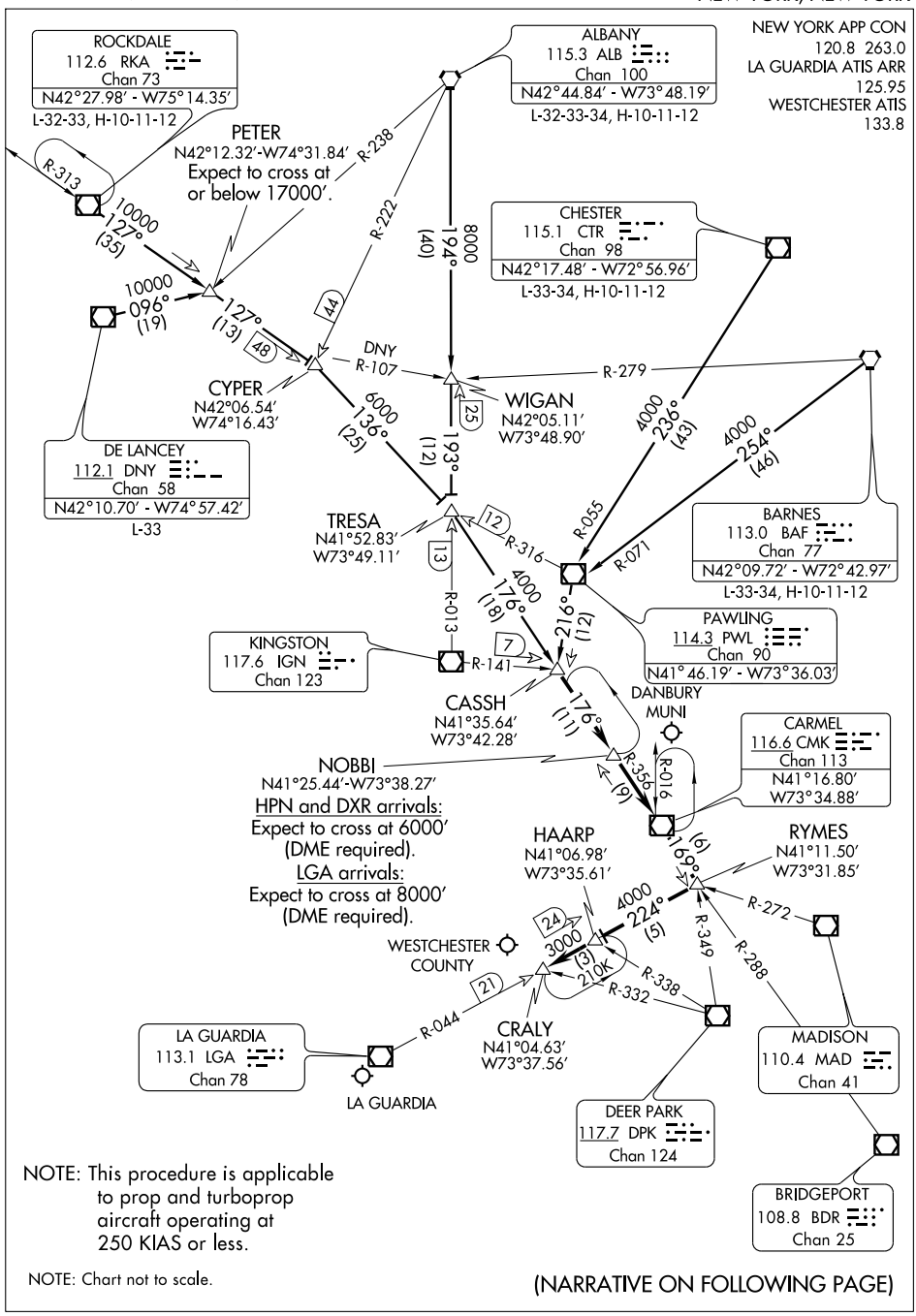


MILTON THREE ARRIVAL (MIP.MIP3) 09295

ST-289 (FAA)

LA GUARDIA
NEW YORK, NEW YORK

NOBBI FIVE ARRIVAL



NOTE: This procedure is applicable to prop and turboprop aircraft operating at 250 KIAS or less.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-2, 14 JAN 2010 to 11 FEB 2010

ARRIVAL ROUTE DESCRIPTION

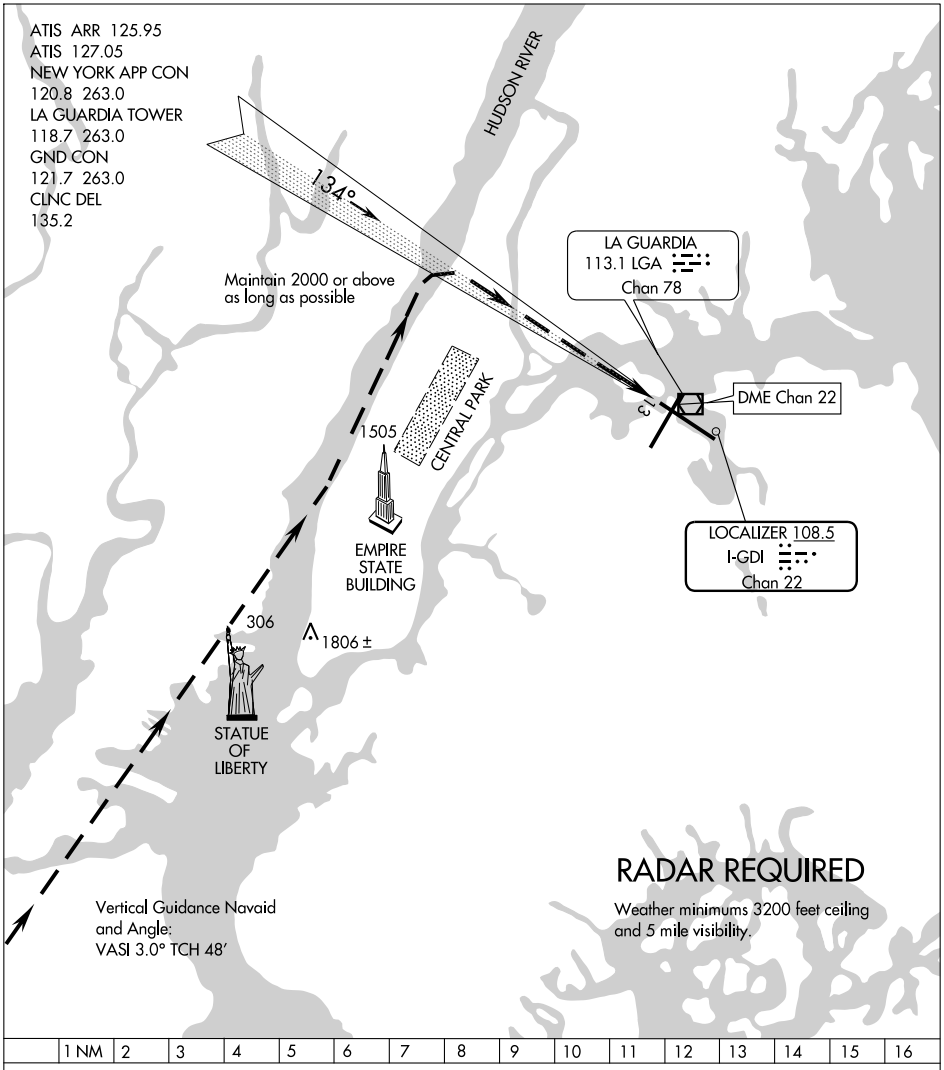
ALBANY TRANSITION (ALB.NOBBI5): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .
BARNES TRANSITION (BAF.NOBBI5): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .
CHESTER TRANSITION (CTR.NOBBI5): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .
DE LANCEY TRANSITION (DNY.NOBBI5): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .
ROCKDALE TRANSITION (RKA.NOBBI5): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

NE-2, 14 JAN 2010 to 11 FEB 2010

RIVER VISUAL RWY 13

AL-289 (FAA)



RIVER VISUAL RWY 13

When cleared for a RIVER VISUAL Rwy 13 approach, remain over the Hudson River until starting the turn to final approach north of Central Park. Expect 3500 feet until abeam Central Park (2500 feet when authorized by ATC).

APP CRS	Rwy Idg	N/A
234°	TDZE	N/A
	Apt Elev	22

RNAV (GPS) -B

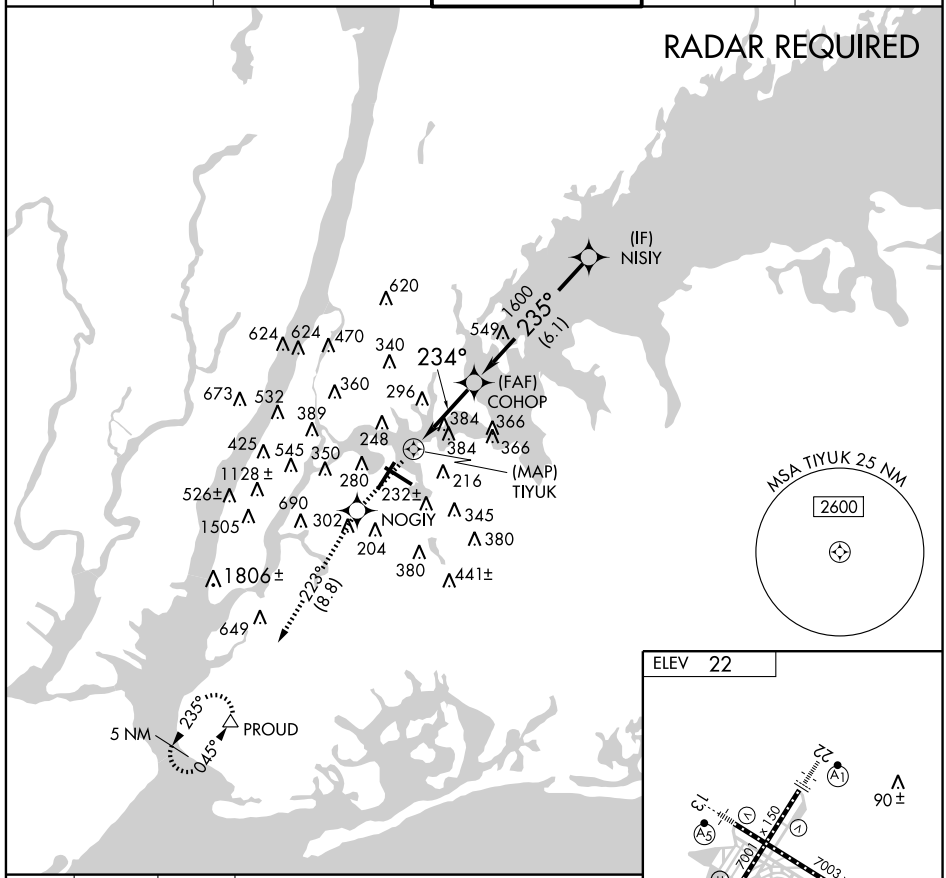
NEW YORK/ LA GUARDIA (LGA)

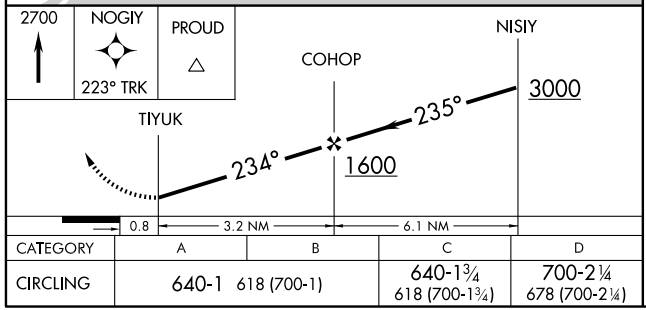
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2700 direct NOGIY and via 223° track to PROUD and hold.

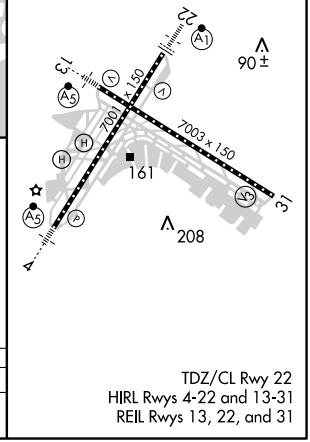
ATIS ARR 125.95 ATIS DEP 127.05	NEW YORK APP CON 120.8 263.0	LA GUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0	CLNC DEL 135.2

RADAR REQUIRED





CATEGORY	A	B	C	D
CIRCLING	640-1 618 (700-1)		640-1¾ 618 (700-1¾)	700-2¼ 678 (700-2¼)



TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 65618 W13A	APP CRS 134°	Rwy Idg 7003 TDZE 13 Apt Elev 22

RNAV (GPS) RWY 13

NEW YORK/ LA GUARDIA (LGA)

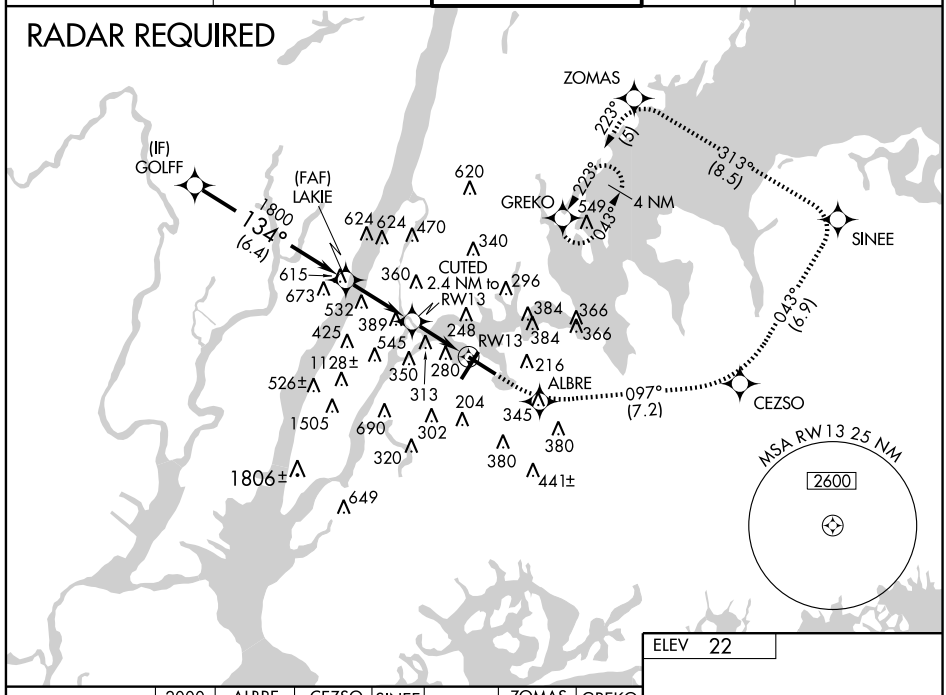
For inoperative MALSR, increase LPV visibility to RVR 4000 all Cats. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.

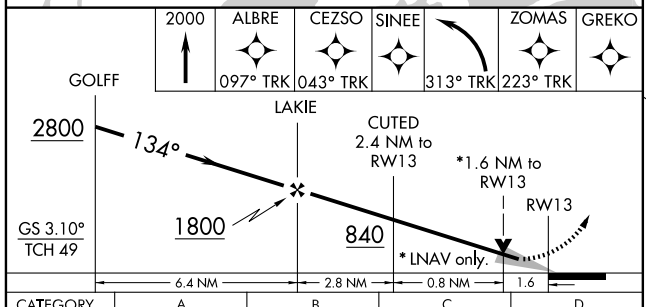
MALSR

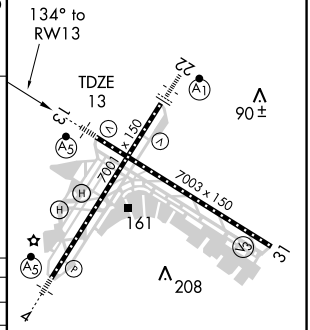
MISSED APPROACH: Climb to 2000 direct ALBRE and via 097° track to CEZSO and via 043° track to SINEE and left turn via 313° track to ZOMAS and via 223° track to GREKO and hold.

ATIS ARR 125.95 ATIS DEP 127.05	NEW YORK APP CON 120.8 263.0	LA GUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0	CLNC DEL 135.2

RADAR REQUIRED







CATEGORY	A	B	C	D
LPV DA	263/24 250 (300-½)			
LNAV/ VNAV DA	679-1¾ 666 (700-1¾)			
LNAV MDA	580/24 567 (600-½)		580/50 567 (600-1)	580/60 567 (600-1¼)
CIRCLING	680-2¼ 658 (700-2¼)			700-2¼ 678 (700-2¼)

TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7003
314°	TDZE	8
	Apt Elev	22

RNAV (GPS) RWY 31

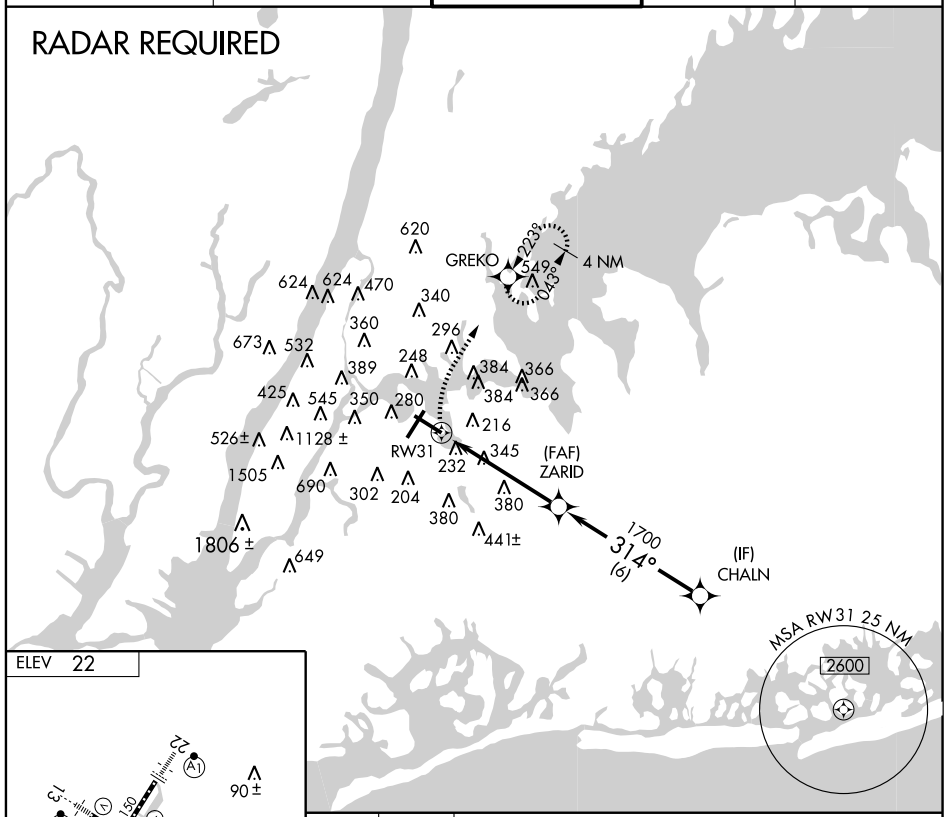
NEW YORK/ LA GUARDIA (LGA)

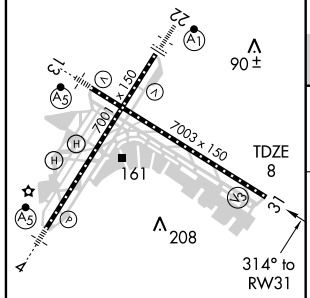
DME/DME RNP-0.3 NA.

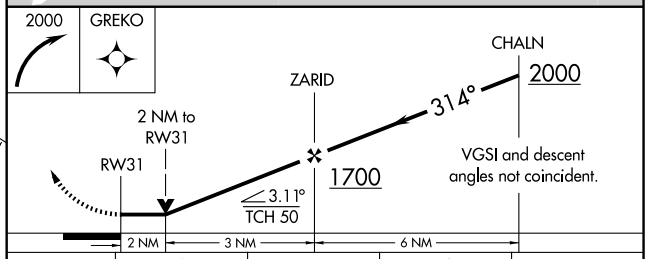
MISSED APPROACH: Climbing right turn to 2000 direct GREKO and hold.

ATIS ARR 125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP 127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED







CATEGORY	A	B	C	D
LNAV MDA	640/50 632 (700-1)		640-1¾ 632 (700-1¾)	640-2 632 (700-2)
CIRCLING	640-1 618 (700-1)		640-1¾ 618 (700-1¾)	700-2¼ 678 (700-2¼)

TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 60918 W04A	APP CRS 044°	Rwy Idg 7001 TDZE 21 Apt Elev 21

RNAV (GPS) Y RWY 4

NEW YORK/ LA GUARDIA (LGA)

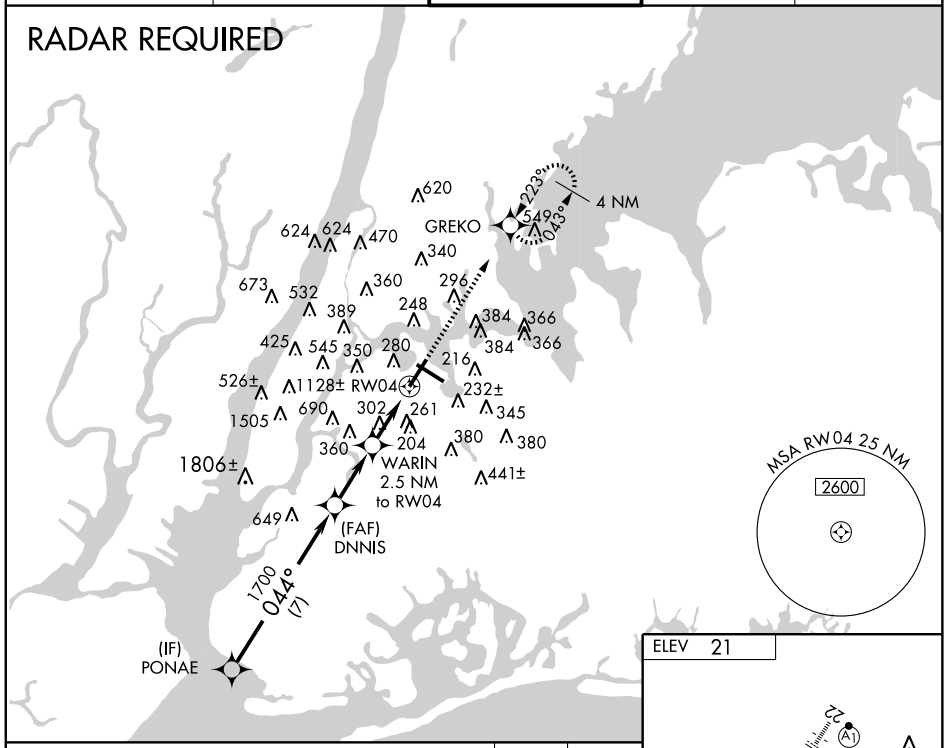
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Inoperative table does not apply to LPV all Cats and LNAV Cats A and B. When VGSI inop, straight-in/circling Rwy 4 procedure NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

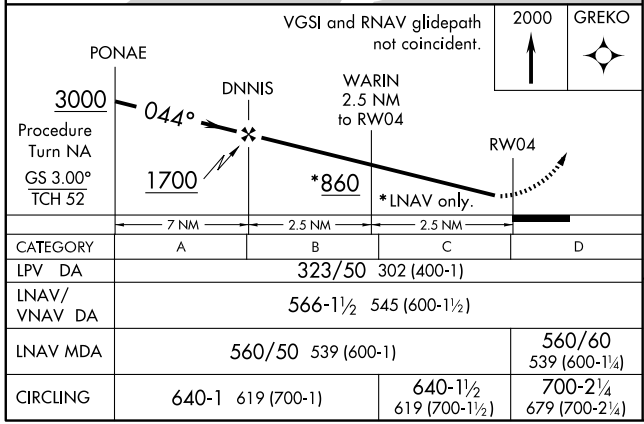
MALSR

MISSED APPROACH: Climb to 2000 direct GREKO and hold.

ATIS ARR 125.95 ATIS DEP 127.05	NEW YORK APP CON 120.8 263.0	LA GUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0	CLNC DEL 135.2

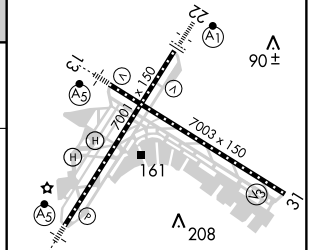
RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	323/50 302 (400-1)			
LNAV/ VNAV DA	566-1½ 545 (600-1½)			
LNAV MDA	560/50 539 (600-1)			560/60 539 (600-1¼)
CIRCLING	640-1 619 (700-1)		640-1½ 619 (700-1½)	700-2¼ 679 (700-2¼)

ELEV 21



TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7001
CH 70318	224°	TDZE	12
W22A		Apt Elev	21

RNAV (GPS) Y RWY 22

NEW YORK/ LA GUARDIA (LGA)

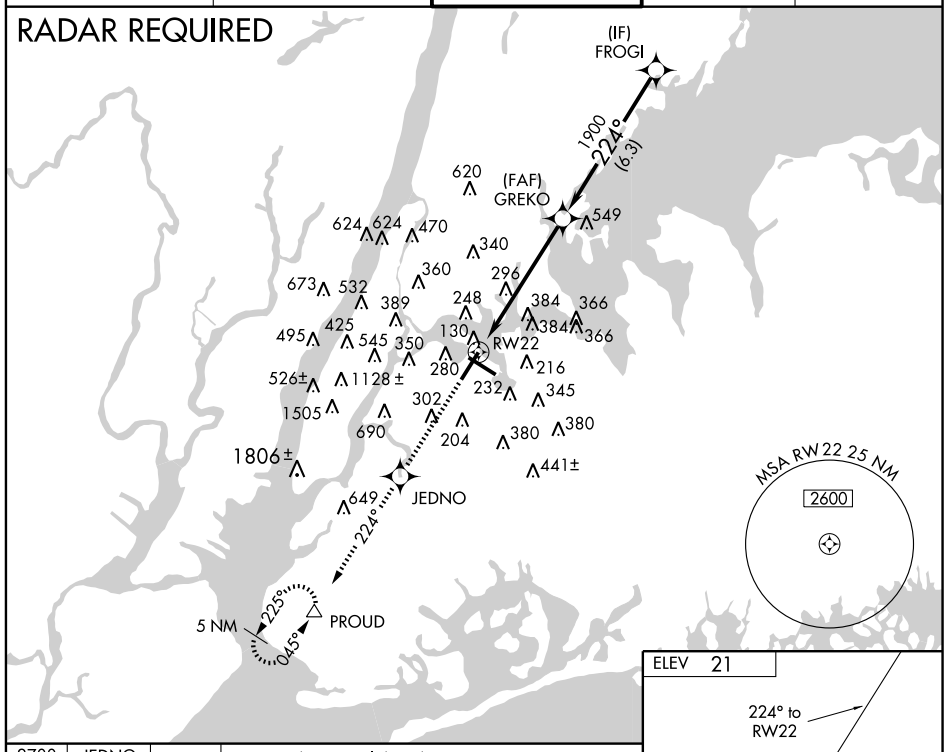
When VGSI inop, circling Rwy 4 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

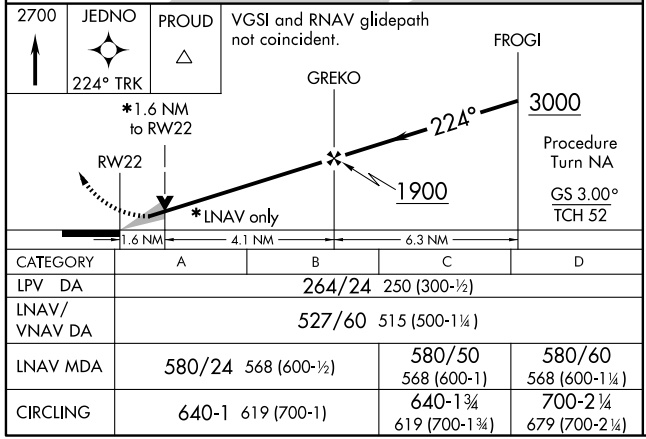
ALSF-1

MISSED APPROACH: Climb to 2700 direct JEDNO and via 224° track to PROUD and hold.

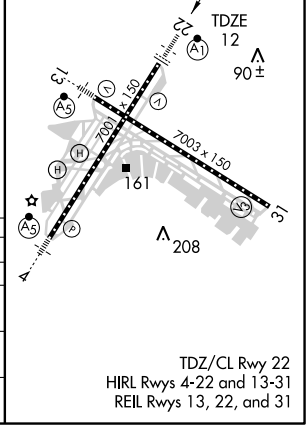
ATIS ARR	ATIS DEP	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
125.95	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	264/24 250 (300-½)			
LNAV/ VNAV DA	527/60 515 (500-1¼)			
LNAV MDA	580/24 568 (600-½)		580/50 568 (600-1)	580/60 568 (600-1¼)
CIRCLING	640-1 619 (700-1)		640-1¾ 619 (700-1¾)	700-2¼ 679 (700-2¼)



TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7001
044°	TDZE	21
	Apt Elev	21

RNAV (RNP) Z RWY 4

NEW YORK/ LA GUARDIA (LGA)

GPS required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 48°C (118°F). Inoperative table does not apply to RNP 0.18. For inoperative MALSR, increase RNP 0.30 visibility to 1½.

NA

MALSR

MISSED APPROACH: Climb to 2000 via 044° track to GREKO and hold.

ATIS ARR	125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED

GREKO

4 NM

044° (6.8)

044° (5)

(FAF) DNNIS

1700 045° (9.3)

(IF) TICKL

3000 045° (3.5)

RENUE

(IAF) GRITY

3000 085° (10.8)

(IAF) MINKS

3000 056° (12)

MSA RW04 25 NM

2600

ELEV 21

TICKL

3000

045°

DNNIS

1700

1700

044°

RW04

Procedure Turn NA

GP 3.00°

TCH 52

9.3 NM

5 NM

VGSI and RNAV glidepath not coincident.

2000

TRK 044°

GREKO

CATEGORY	A	B	C	D
RNP 0.18 DA		337/50	316 (400-1)	
RNP 0.30 DA		474/50	453 (500-1)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

TDZE 21

044° to RW04

TDZ/CL Rwy 22

HIRL Rwys 4-22 and 13-31

REIL Rwys 13, 22, and 31

NE-2, 14 JAN 2010 to 11 FEB 2010

NEW YORK, NEW YORK

AL-289 (FAA)

APP CRS	Rwy Idg	7001
224°	TDZE	12
	Apt Elev	21

RNAV (RNP) Z RWY 22

NEW YORK/ LA GUARDIA (LGA)

RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 48°C (119°F). For inoperative ALSF, increase RNP 0.30* visibility to RVR 5000 and RNP 0.30 to RVR 6000. *Missed approach requires minimum climb of 310 feet per NM to 700.

ALSF-1

MISSED APPROACH: Climb to 2700 via 224° track to JEDNO and 224° track to PROUD and hold.

ATIS ARR	125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

MISSED APCH FIX

5 NM 225° 045° PROUD

(IAF) HAARP RNP 0.80

3000 217° (13.9)

(IF) CASLE

549 1600 234° (5.3)

(FAF) KUZZZ

249° (2)

(0.8) KYLIE

296 PARGS

224° (2)

RW22

224° (5.3)

JEDNO (5.8)

MSA RW 22 25 NM

2600

620 624 624 470 340 360 673 532 389 248 384 366 384 366 425 545 350 280 216 526± 1128± 232± 345 1505 690 302 204 380 380 1806± 441±

ELEV 21

224° to RW22

TDZE 12

90±

7003 x 150

7003 x 150

161

208

2700	JEDNO	PROUD
224° TRK	224° TRK	

VGSI and RNAV glidepath not coincident.

CASLE KUZZZ PARGS KYLIE RW22

1600 947 704

234° 249° 224°

3000

1600

Procedure Turn NA

GP 3.00° TCH 52

2 NM 0.8 NM 2 NM 5.3 NM

CATEGORY	A	B	C	D
RNP 0.30* DA	313/24	301 (300-½)		
RNP 0.30 DA	393/40	381 (400-¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME LGA	APP CRS	Rwy Idg	N/A
113.1	232°	TDZE	N/A
Chan 78		Apt Elev	22

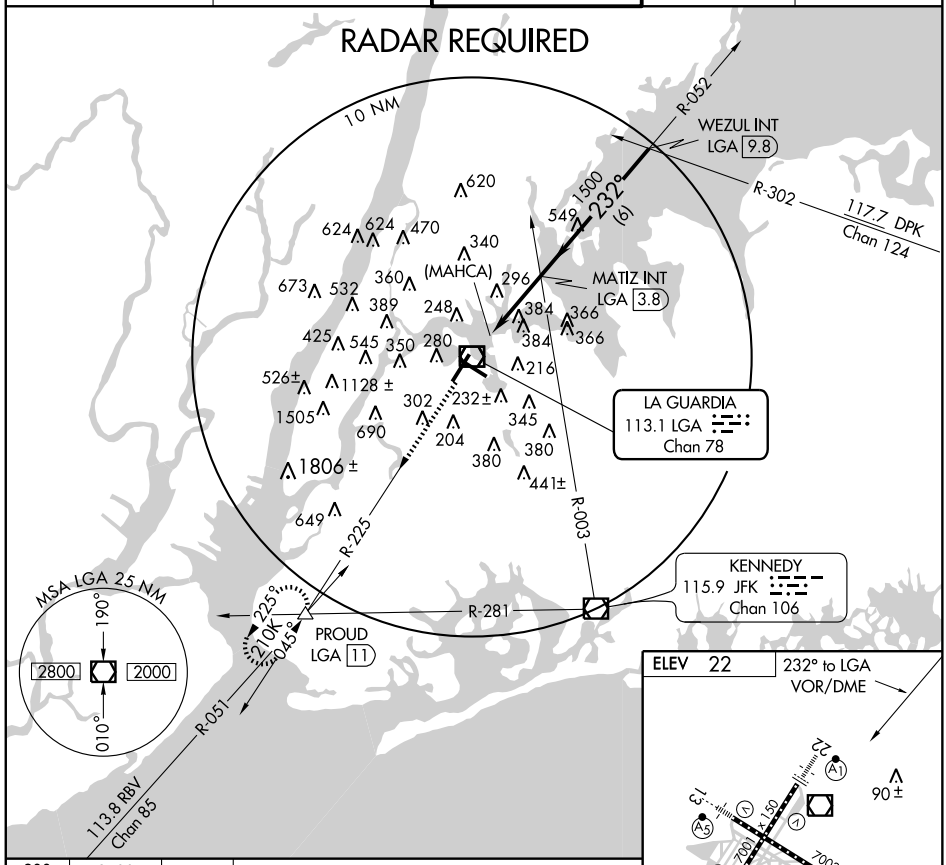
VOR/DME-G

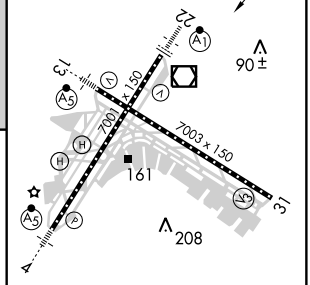
NEW YORK/LA GUARDIA (LGA)

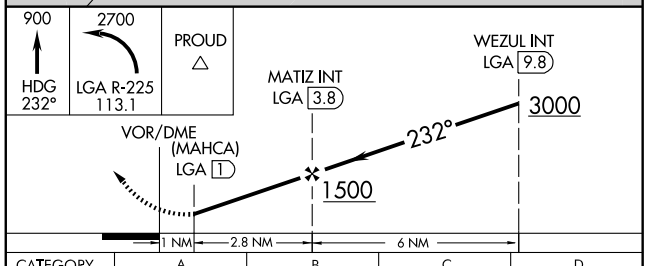
MISSED APPROACH: Climb to 900 heading 232° then climbing left turn to 2700 via LGA VOR/DME R-225 to PROUD Int and hold.

ATIS ARR 125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP 127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED







CATEGORY	A	B	C	D
CIRCLING	640-1¼ 618 (700-1¼)		640-1¾ 618 (700-1¾)	700-2¼ 678 (700-2¼)

TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME LGA	APP CRS	Rwy Idg	N/A
113.1	132°	TDZE	N/A
Chan 78		Apt Elev	22

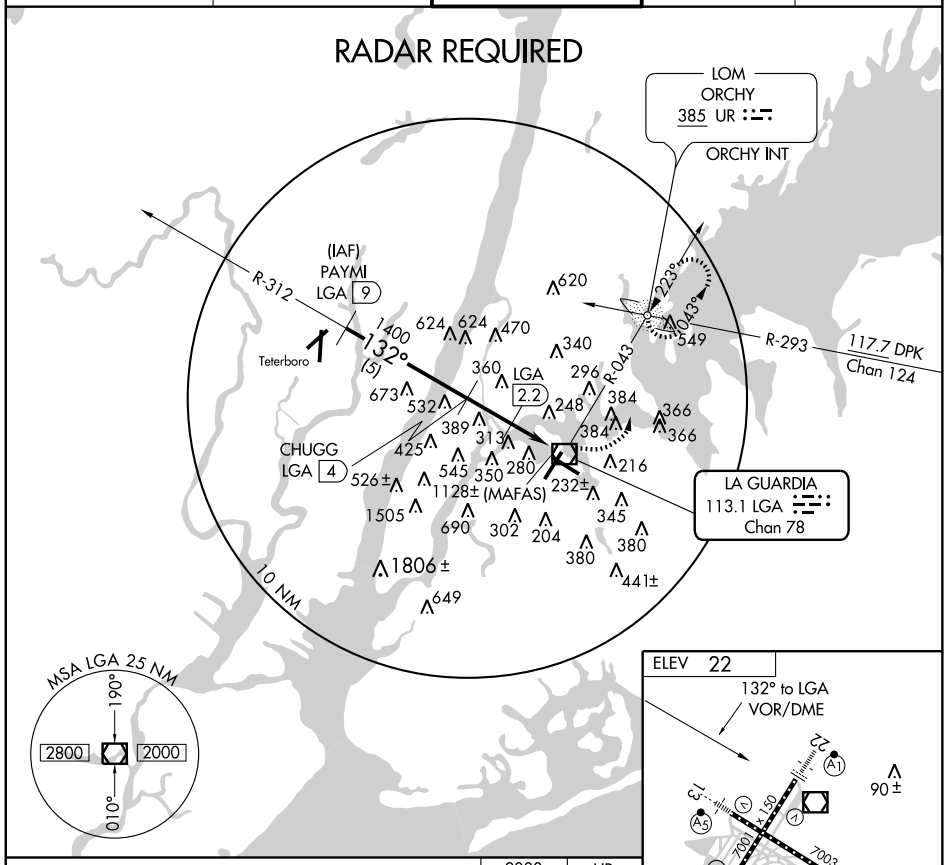
VOR/DME-H

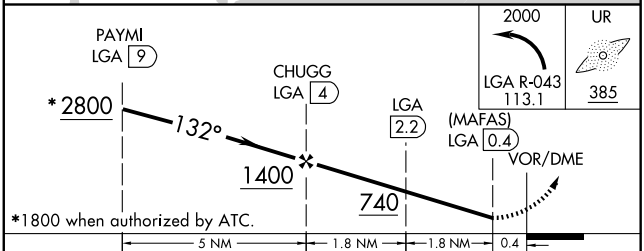
NEW YORK/LA GUARDIA (LGA)

MISSED APPROACH: Climbing left turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/Int and hold.

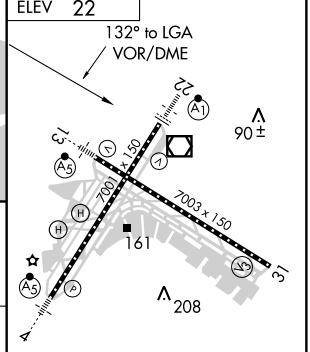
ATIS ARR 125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP 127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED





CATEGORY	A	B	C	D
CIRCLING	580-1 558 (600-1)	600-1 578 (600-1)	620-1½ 598 (600-1½)	700-2¼ 678 (700-2¼)



TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 14 JAN 2010 to 11 FEB 2010

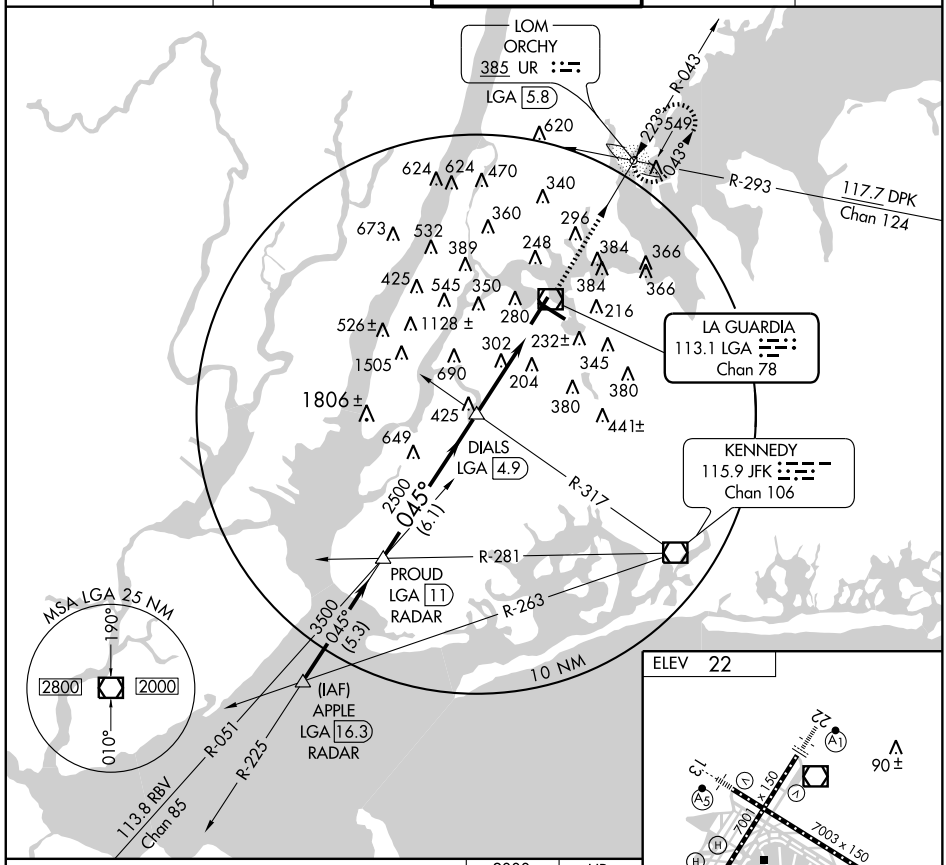
VOR/DME LGA	APP CRS	Rwy Idg	N/A
113.1	045°	TDZE	N/A
Chan 78		Apt Elev	22

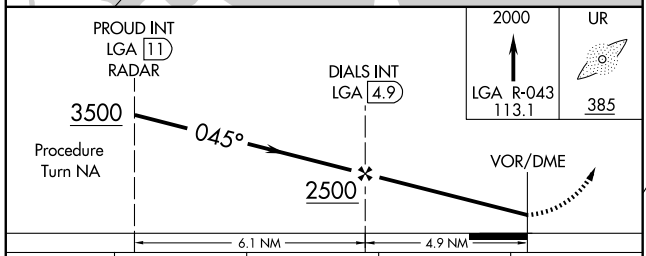
VOR-F

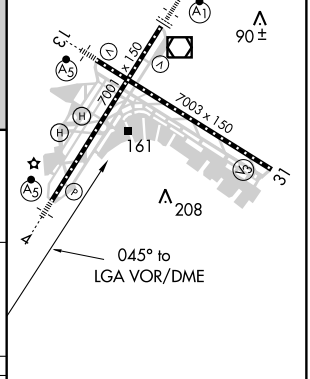
NEW YORK/LA GUARDIA(LGA)

MISSED APPROACH: Climb to 2000 via LGA VOR/DME R-043 to ORCHY LOM/INT/LGA 5.8 DME and hold.

ATIS ARR 125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP 127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2







CATEGORY	A	B	C	D
CIRCLING	1000-1¼ 978 (1000-1¼)	1000-1½ 978 (1000-1½)	1000-3 978 (1000-3)	

TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME LGA	APP CRS	Rwy Idg	7001
113.1	046°	TDZE	22
Chan 78		Apt Elev	22

VOR RWY 4

NEW YORK/LA GUARDIA (LGA)

T A Inoperative table does not apply to Cats A and B.

MALSR

MISSED APPROACH: Climb to 2000 direct ORCHY LOM and hold.

ATIS ARR 125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP 127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

ADF REQUIRED

LOM ORCHY 385 UR

MSA LGA 25 NM: 190° 2800 2000 010°

10 NM

224° 549° 044°

620 624 624 470 340 673 532 360 296 389 248 384 366 425 545 350 384 366 526± 1128 ± 280 216 232± 1505 302 204 345 690 380 1806 ± 649 441±

LA GUARDIA 113.1 LGA Chan 78

LGA 3.2

NORAY INT LGA 6

R-310

1800 046° (5)

QATAR INT LGA 11

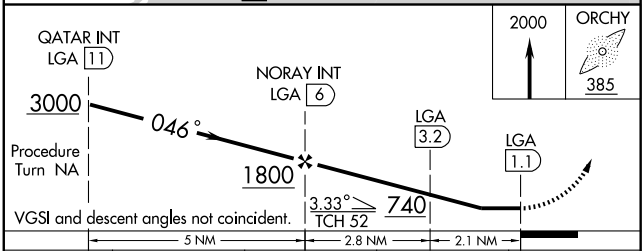
R-282

KENNEDY 115.9 JFK Chan 106

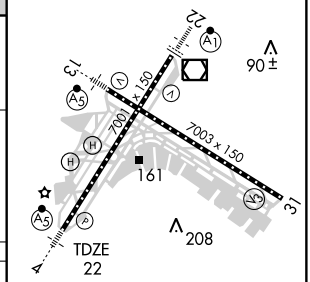
R-226

3000 NoPT 031° (20.5)

IAF COLTS NECK 115.4 COL Chan 101



CATEGORY	A	B	C	D
S-4	740/50 718 (800-1)		740-1½ 718 (800-1½)	740-1¾ 718 (800-1¾)
CIRCLING	740-1 718 (800-1)		740-2 718 (800-2)	740-2¼ 718 (800-2¼)
DME MINIMUMS				
S-4	560/50 538 (600-1)			560/60 538 (600-1¼)
CIRCLING	580-1 558 (600-1)	600-1 578 (600-1)	620-1½ 598 (600-1½)	700-2¼ 678 (700-2¼)



TDZ/CL Rwy 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-2. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-450 (FAA)

NEWBURGH/ STEWART INTL (SWF)
NEWBURGH, NEW YORK

NEWBURGH, NEW YORK

AL-450 (FAA)

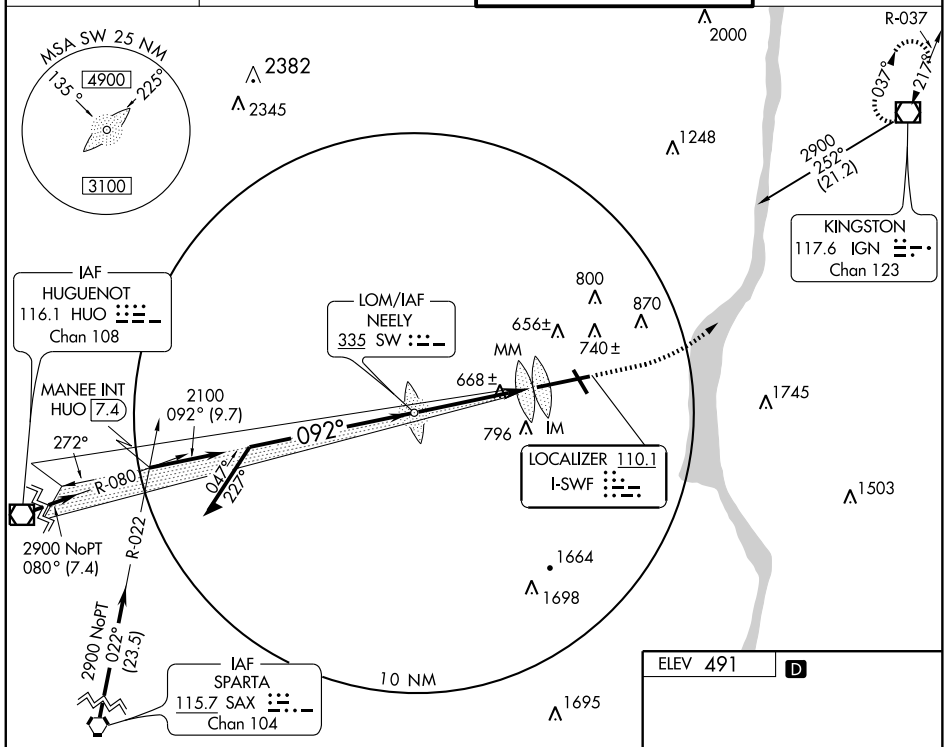
LOC I-SWF	APP CRS	Rwy Idg	8818
110.1	092°	TDZE	482
		Apt Elev	491

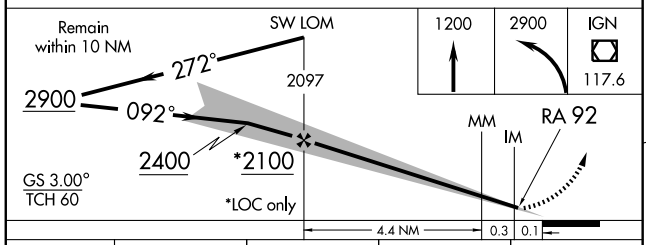
COPTER ILS or LOC RWY 9

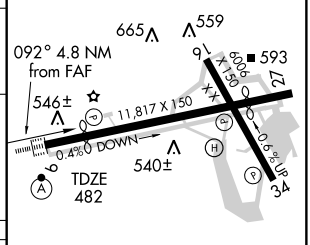
NEWBURGH/STEWART INTL (SWF)

ALTIMETER REQUIRED	ALSF-2	MISSED APPROACH: Climb to 1200, then climbing left turn to 2900 direct IGN VOR/DME and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9







CATEGORY	COPTER	B	C	D
H-ILS 9	582/12 100 RA 92	NA		
H-LOC 9	920/12 438 (500-¼)	NA		

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

COPTER ILS CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

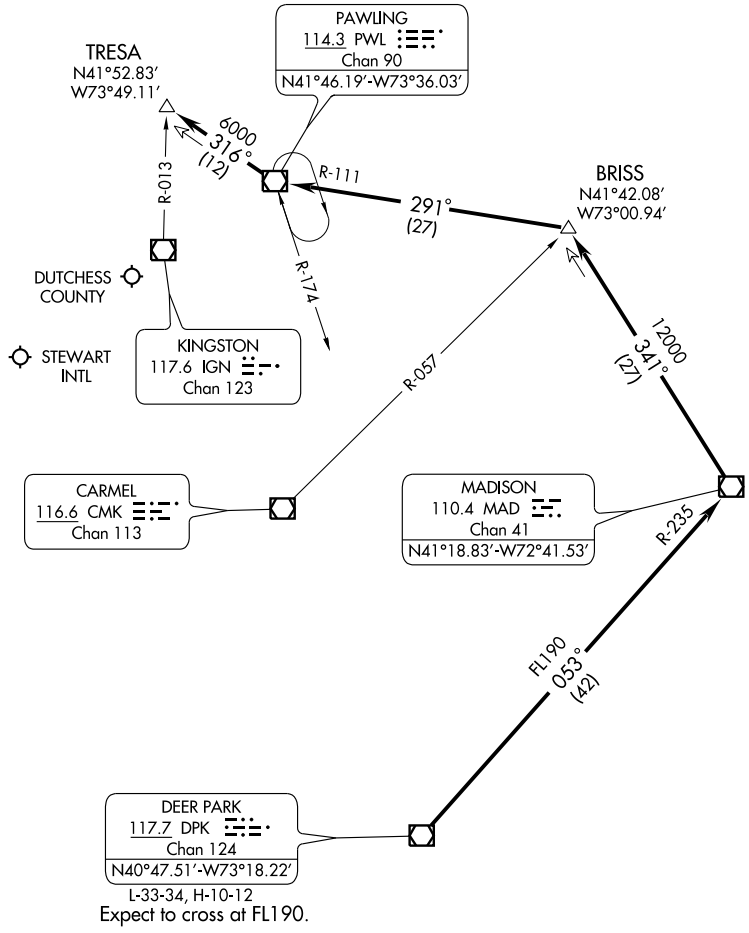
FAF to MAP 4.8 NM					
Knots	45	60	75	90	105
Min:Sec	6:24	4:48	3:50	3:12	2:45

NE-2. 14 JAN 2010 to 11 FEB 2010

HUDSON ONE ARRIVAL

NEWBURGH, NEW YORK

NEW YORK APP CON
132.75 363.1
STEWART INTL ATIS
124.575
DUTCHESS COUNTY ATIS
126.75



NOTE: Chart not to scale.

. . . . From over DPK VOR/DME via DPK R-053 and MAD R-235 to MAD VOR/DME, then via MAD R-341 to BRISS INT, then via PWL R-111 to PWL VOR/DME, then via PWL R-316 to TRESA INT. Expect RADAR vectors to final approach course.

LOC I-SWF	APP CRS	Rwy Idg	8818
110.1	092°	TDZE	482
		Apt Elev	491

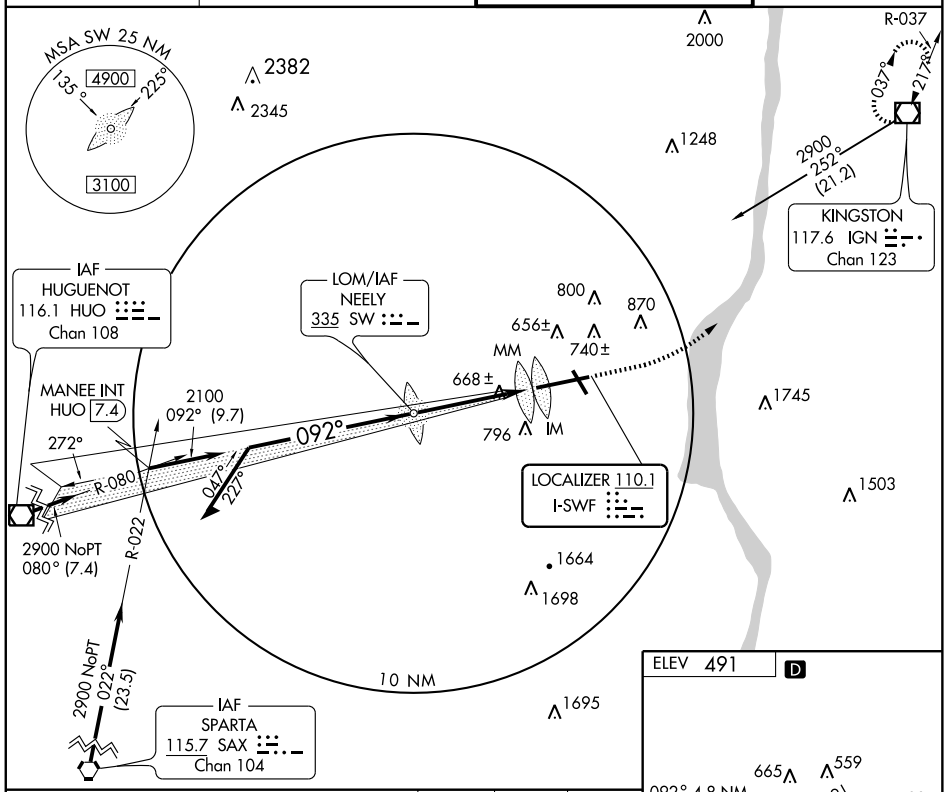
ILS or LOC RWY 9

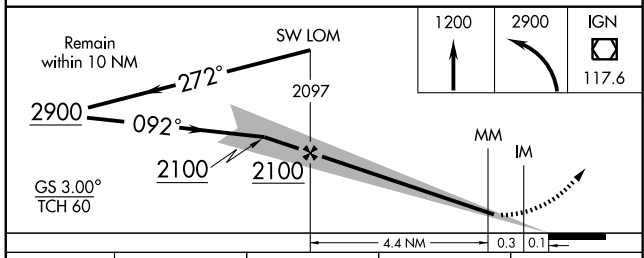
NEWBURGH/STEWART INTL (SWF)

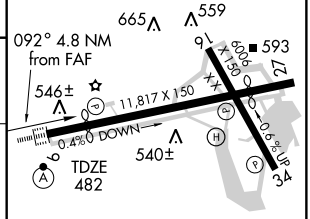
ALSF-2

MISSED APPROACH: Climb to 1200, then climbing left turn to 2900 direct IGN VOR/DME and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9







CATEGORY	A	B	C	D
S-ILS 9	682/18 200 (200-½)			
S-LOC 9	920/24 438 (500-½)		920/40 438 (500-¾)	920/50 438 (500-1)
CIRCLING	1040-1 549 (600-1)		1100-1¾ 609 (700-1¾)	1100-2 609 (700-2)

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-SWF	APP CRS	Rwy Idg	8818
110.1	092°	TDZE	482
		Apt Elev	491

ILS RWY 9 (CAT II)

NEWBURGH/STEWART INTL (SWF)

ALSF-2

MISSED APPROACH: Climb to 1200, then climbing left turn to 2900 direct IGN VOR/DME and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9

MSA SW 25 NM
135° 225°
4900
3100

2382
2345
2000
1248
800
656±
870
740±
MM
668±
755
1745
796
IM
1503
1664
1698
1695

R-037
037°
217°
2900
252°
(21.2)
KINGSTON
117.6 IGN
Chan 123

IAF
HUGUENOT
116.1 HUO
Chan 108

LOM/IAF
NEELY
335 SW

MANEE INT
HUO 7.4
2100
092° (9.7)
272°
092°
R-080
047°
227°
R-022
2900 NoPT
080° (7.4)
2900 NoPT
022°
(23.5)

LOCALIZER 110.1
I-SWF

10 NM

IAF
SPARTA
115.7 SAX
Chan 104

ELEV 491 D

665
559
593
546±
11,817 X 150
0.4% DOWN
540±
TDZE
482
0.6% UP
9
27
34

Remain within 10 NM
LOM
272°
2097
MM
2900
092°
DH
RA 142
IM
DH
RA 92
482
MSL
2100
GS 3.00°
TCH 60
1200
2900
IGN
4.4 NM
984'
954'
763'
1258'

CATEGORY	A	B	C	D
S-ILS 9	RA 142/16	150	DA 632	
S-ILS 9	RA 92/12	100	DA 582	

CATEGORY II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-JKH	APP CRS	Rwy Idg	9818
109.95	272°	TDZE	468
Chan 36 (Y)		Apt Elev	491

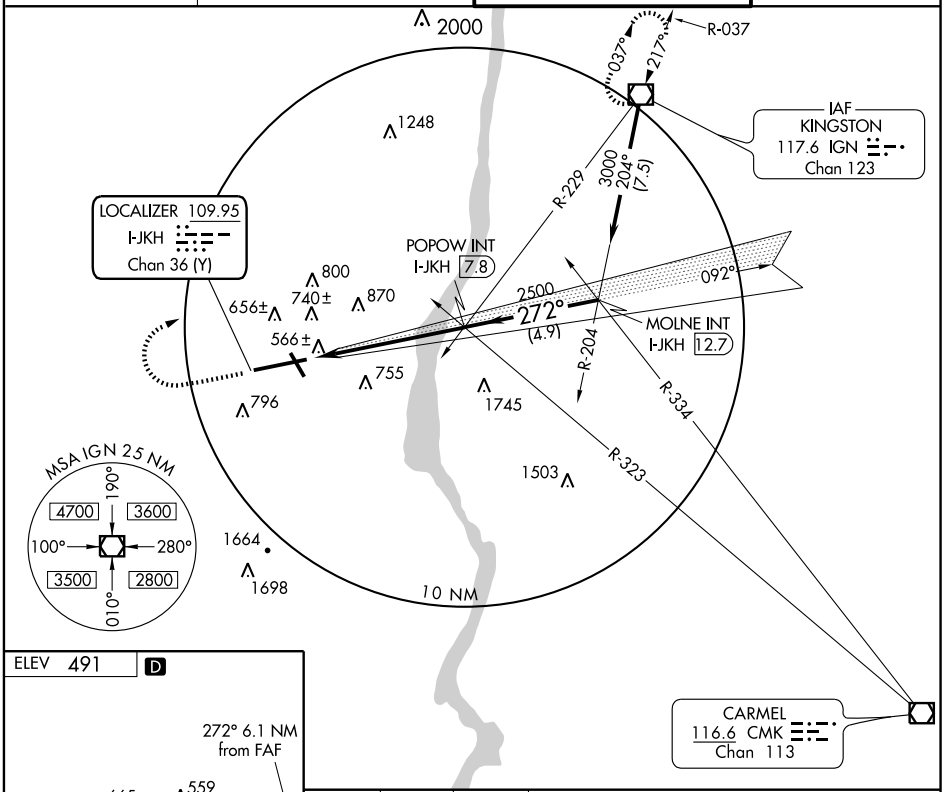
ILS RWY 27

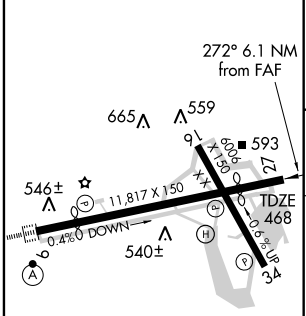
NEWBURGH/STEWART INTL (SWF)

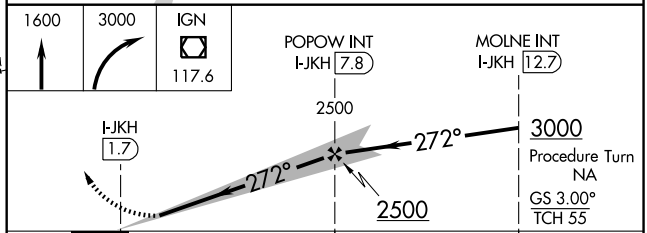
Inoperative table does not apply.

MISSED APPROACH: Climb to 1600, then climbing right turn to 3000 direct IGN VOR/DME and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9







TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

CATEGORY	A	B	C	D
S-ILS 27	718-1 250 (300-1)			
S-LOC 27	840-1 372 (400-1)			840-1¼ 372 (400-1¼)
CIRCLING	1040-1 549 (600-1)		1100-1¾ 609 (700-1¾)	1100-2 609 (700-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

NEWBURGH, NEW YORK AL-450 (FAA)

APP CRS	Rwy Idg	8818
092°	TDZE	482
	Apt Elev	491

RNAV (GPS) RWY 9

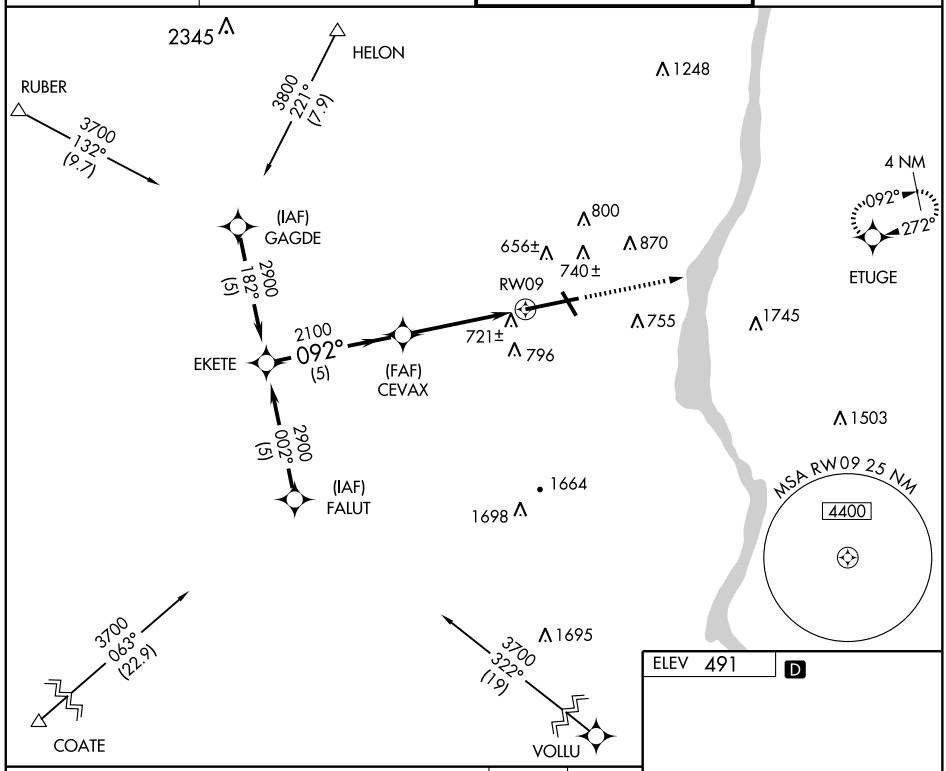
NEWBURGH/STEWART INTL (SWF)

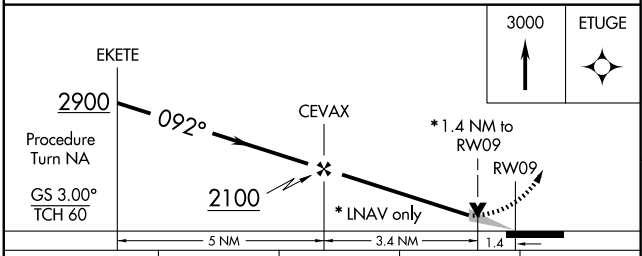
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).

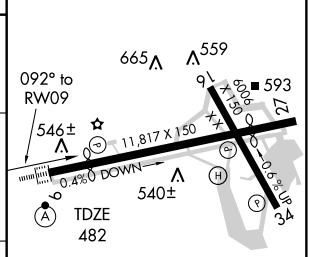
ALSF-2

MISSED APPROACH: Climb to 3000 direct ETUGE WP and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	980/60 498 (500-1¼)			
LNAV MDA	980/24 498 (500-½)		980/40 498 (500-¾)	980/50 498 (500-1)
CIRCLING	1040-1¾ 549 (600-1¾)		1100-1¾ 609 (700-1¾)	1100-2 609 (700-2)

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

NE-2. 14 JAN 2010 to 11 FEB 2010

NEWBURGH, NEW YORK

AL-450 (FAA)

APP CRS	Rwy Idg	6006
163°	TDZE	471
	Apt Elev	491

RNAV (GPS) RWY 16

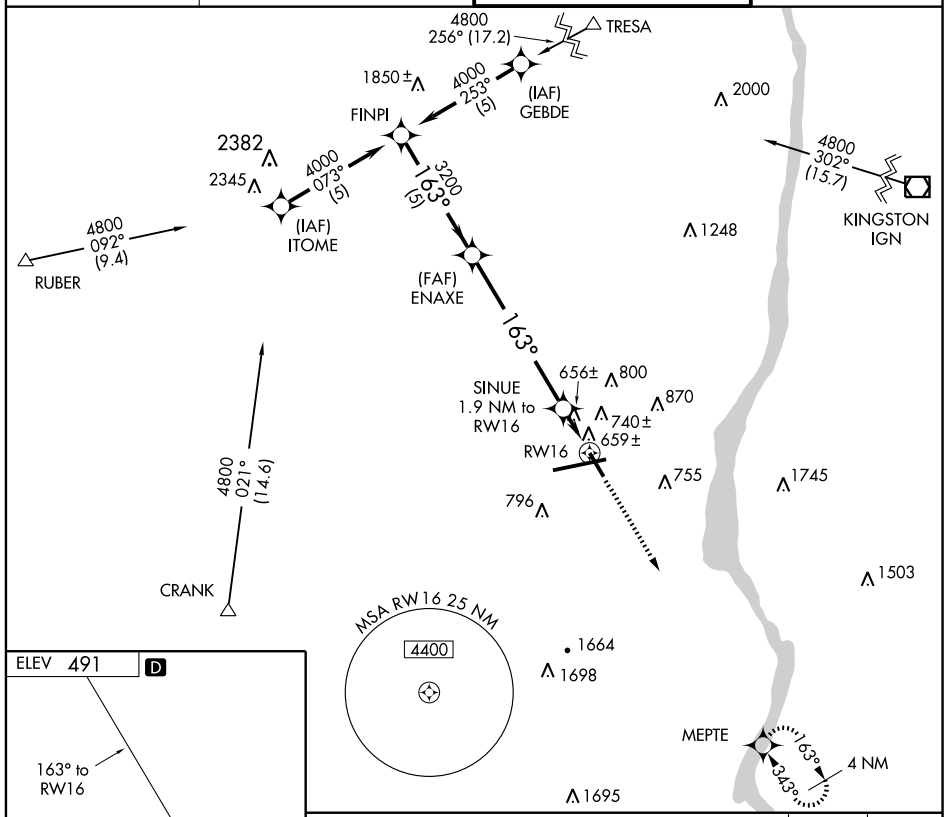
NEWBURGH/STEWART INTL (SWF)

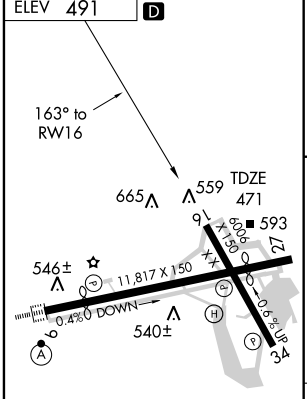
NA

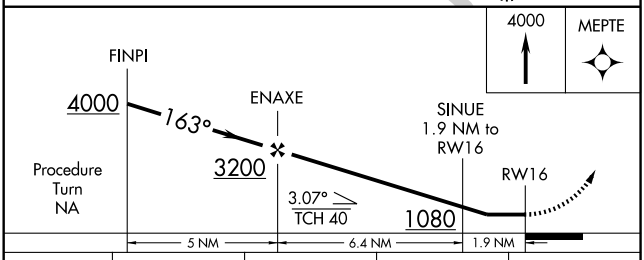
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct MEPTE WP and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9







CATEGORY	A	B	C	D
LNAV MDA	920-1 449 (500-1)		920-1¼ 449 (500-1¼)	920-1½ 449 (500-1½)
CIRCLING	1040-1 549 (600-1)		1100-1¾ 609 (700-1¾)	1100-2 609 (700-2)

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

NE-2. 14 JAN 2010 to 11 FEB 2010

NEWBURGH, NEW YORK

AL-450 (FAA)

APP CRS	Rwy Idg	9818
272°	TDZE	468
	Apt Elev	491

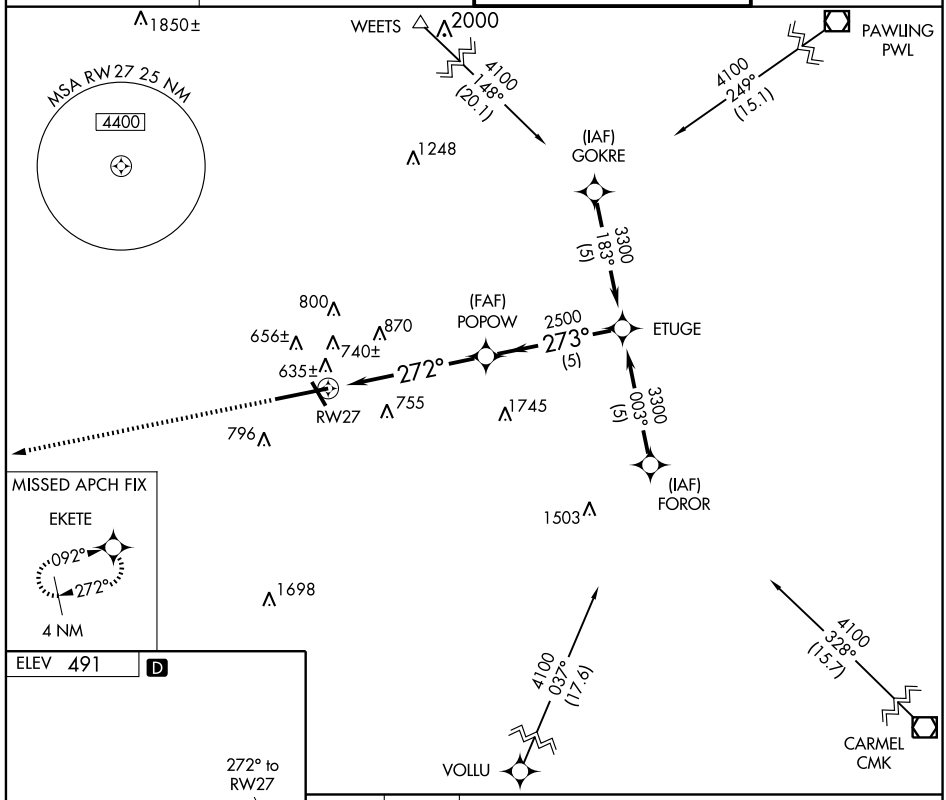
RNAV (GPS) RWY 27

NEWBURGH/STEWART INTL (SWF)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
BARO-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 3000 direct EKETE WP and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	900-1½ 432 (500-1½)			
LNAV MDA	960-1 492 (500-1)		960-1¼ 492 (500-1¼)	960-1½ 492 (500-1½)
CIRCLING	1040-1½ 549 (600-1½)		1100-1¾ 609 (700-1¾)	1100-2 609 (700-2)

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5606
343°	TDZE	462
	Apt Elev	491

RNAV (GPS) RWY 34

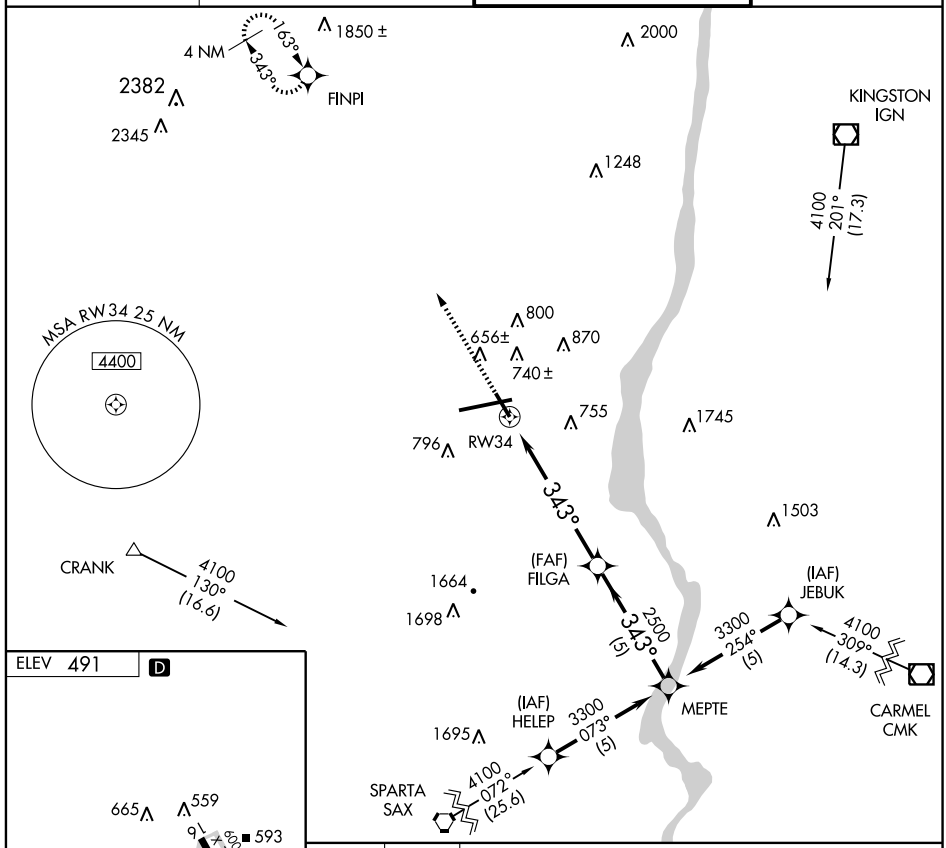
NEWBURGH/STEWART INTL (SWF)

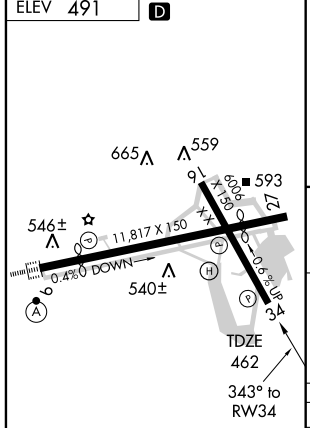
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

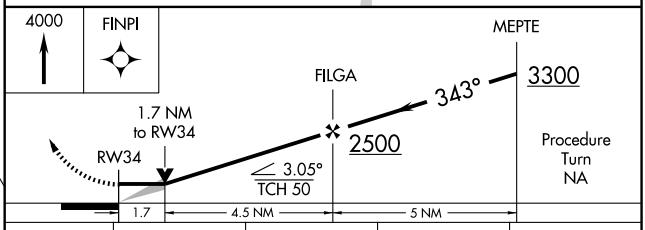
NA

MISSED APPROACH: Climb to 4000 direct FINPI WP and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9



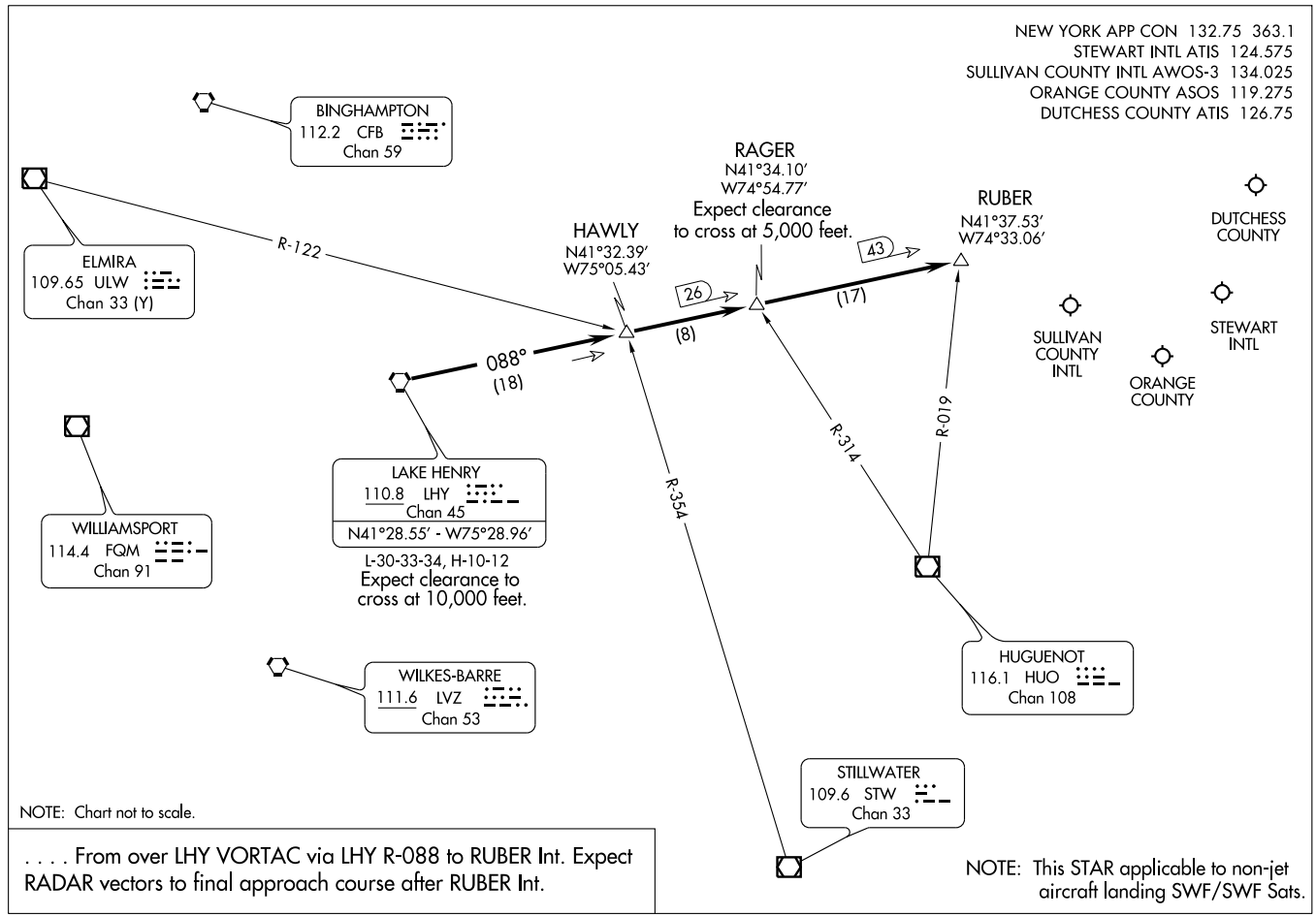




CATEGORY	A	B	C	D
LNAV MDA	1020-1 558 (600-1)		1020-1½ 558 (600-1½)	1020-1¾ 558 (600-1¾)
CIRCLING	1040-1 549 (600-1)	1060-1 569 (600-1)	1100-1¾ 609 (700-1¾)	1100-2 609 (700-2)

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

NE-2, 14 JAN 2010 to 11 FEB 2010



RUBER ONE ARRIVAL (RUBER.RUBER1) 08045

ST-450 (FAA)

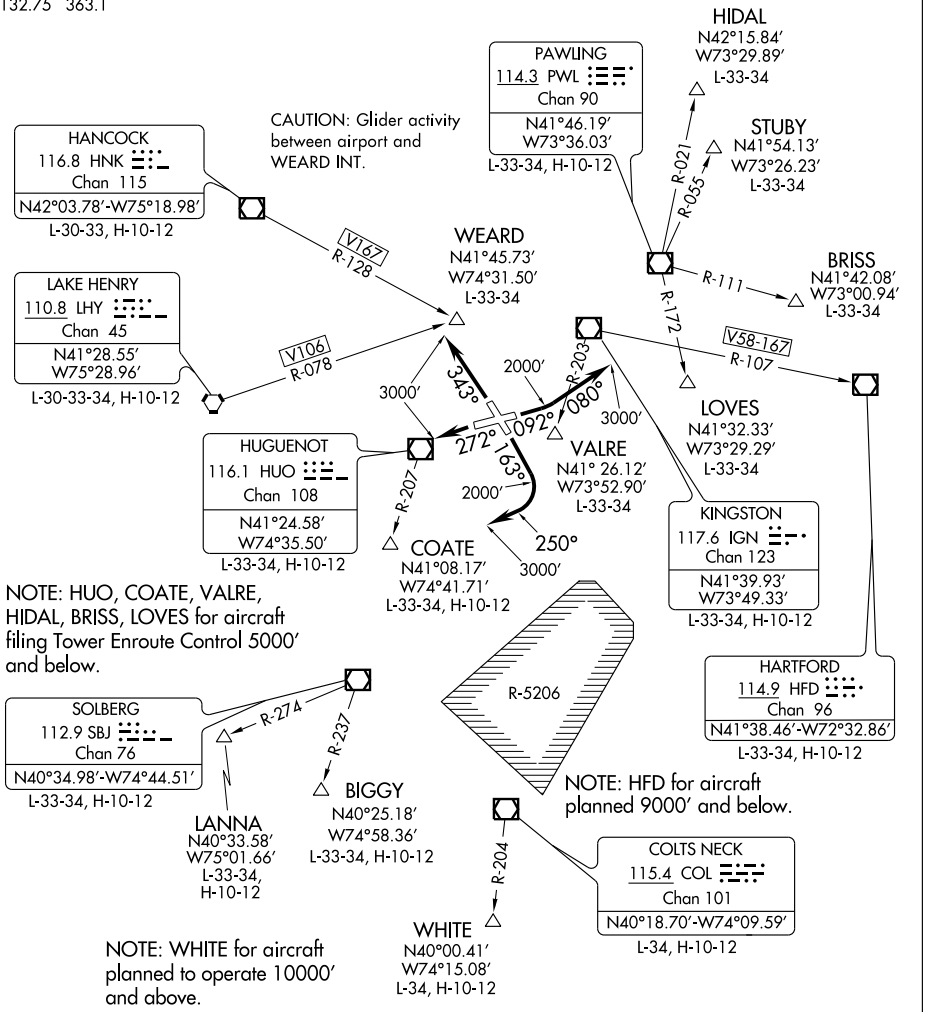
NEWBURGH, NEW YORK

STEWART FIVE DEPARTURE

SL-450 (FAA)

NEWBURGH/STEWART INTL (SWF)
NEWBURGH, NEW YORK

STEWART TOWER
121.0 254.4
NEW YORK DEP CON
132.75 363.1



NOTE: RADAR required.

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS

Rwy 9: Standard with ATC climb of 225′ per NM to 2700.
Rwy 16: Standard with minimum obstacle climb of 255′ per NM to 2000, ATC climb of 300′ per NM to 2000.
Rwy 27: 300-1 or Standard with minimum climb of 366′ per NM to 800.
Rwy 34: 300-1¼ or Standard with minimum climb of 503′ per NM to 800.

(NARRATIVE ON FOLLOWING PAGE)

NE-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb heading 092° to 2000, then turn left heading 080°, maintain 3000. Thence . . . .
TAKE-OFF RUNWAY 16: Climb heading 163° to 2000, then turn right heading 250°, maintain 3000. Thence . . . .
TAKE-OFF RUNWAY 27: Climb heading 272° to 3000. Thence . . . .
TAKE-OFF RUNWAY 34: Climb heading 343° to 3000. Thence . . . .

. . . . via radar vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: If radio contact is not established/lost within 2 minutes after departure, proceed on course and climb to 5000'. Ten minutes after departure, climb to filed altitude/flight level.

TAKE-OFF OBSTACLES

Rwy 9: Trees beginning 730' from DER, 23' left of centerline, up to 66' AGL/566' MSL. Bush 172' from DER, 193' left of centerline, up to 43' AGL/483' MSL.
Rwy 16: Trees 785' from DER, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from DER, 563' right of centerline, up to 112' AGL/492' MSL.
Rwy 27: Trees beginning 685' from DER, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from DER, 528' left of centerline, 19' AGL/ 529' MSL. Middle Marker 701' from DER, on rwy centerline, 5' AGL/ 515' MSL.
Rwy 34: Trees beginning 608' from DER, 21' left of centerline, up to 91' AGL/611' MSL. Terrain and Trees beginning 77' from DER, 71' right of centerline, up to 92' AGL/612' MSL.

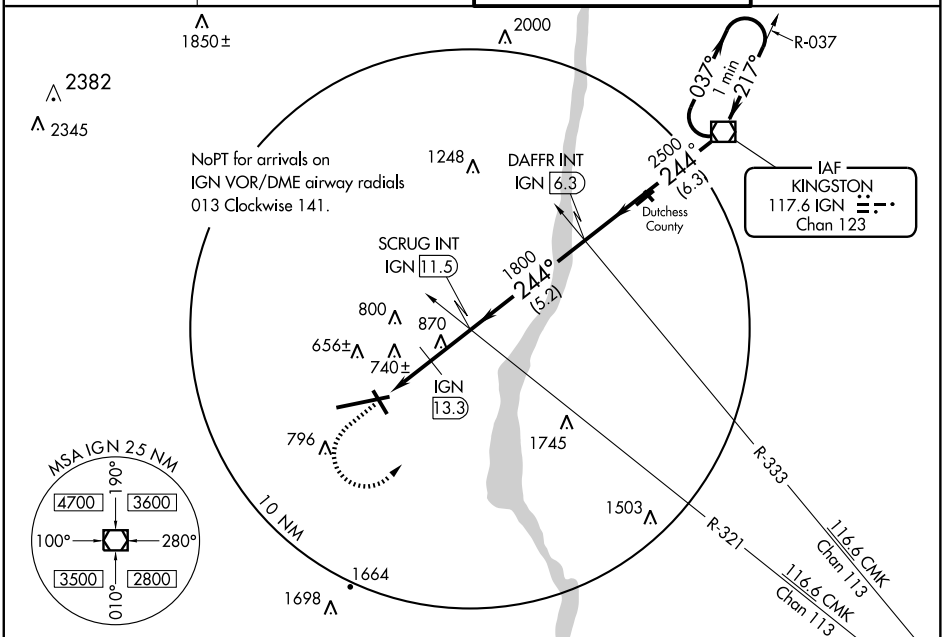
VOR/DME IGN	APP CRS	Rwy Idg	9818
117.6	244°	TDZE	481
Chan 123		Apt Elev	491

VOR RWY 27

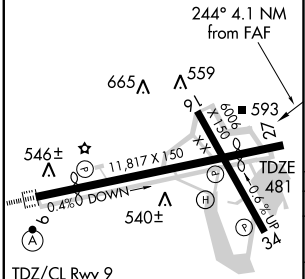
NEWBURGH/STEWART INTL (SWF)

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct IGN VOR/DME and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9

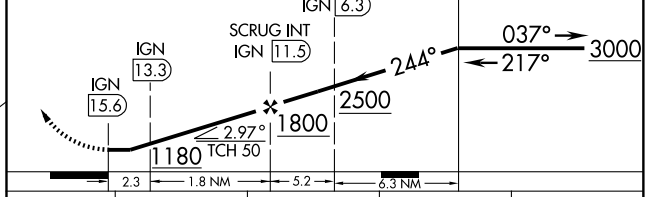


ELEV 491 D



TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-27	1180-1 699 (700-1)		1180-2 699 (700-2)	1180-2¼ 699 (700-2¼)
CIRCLING	1180-1 689 (700-1)		1180-2 689 (700-2)	1180-2¼ 689 (700-2¼)
DME MINIMUMS				
S-27	980-1 499 (500-1)		980-1¼ 499 (500-1¼)	980-1½ 499 (500-1½)
CIRCLING	1040-1 549 (600-1)		1100-1¾ 609 (700-1¾)	1100-2 609 (700-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

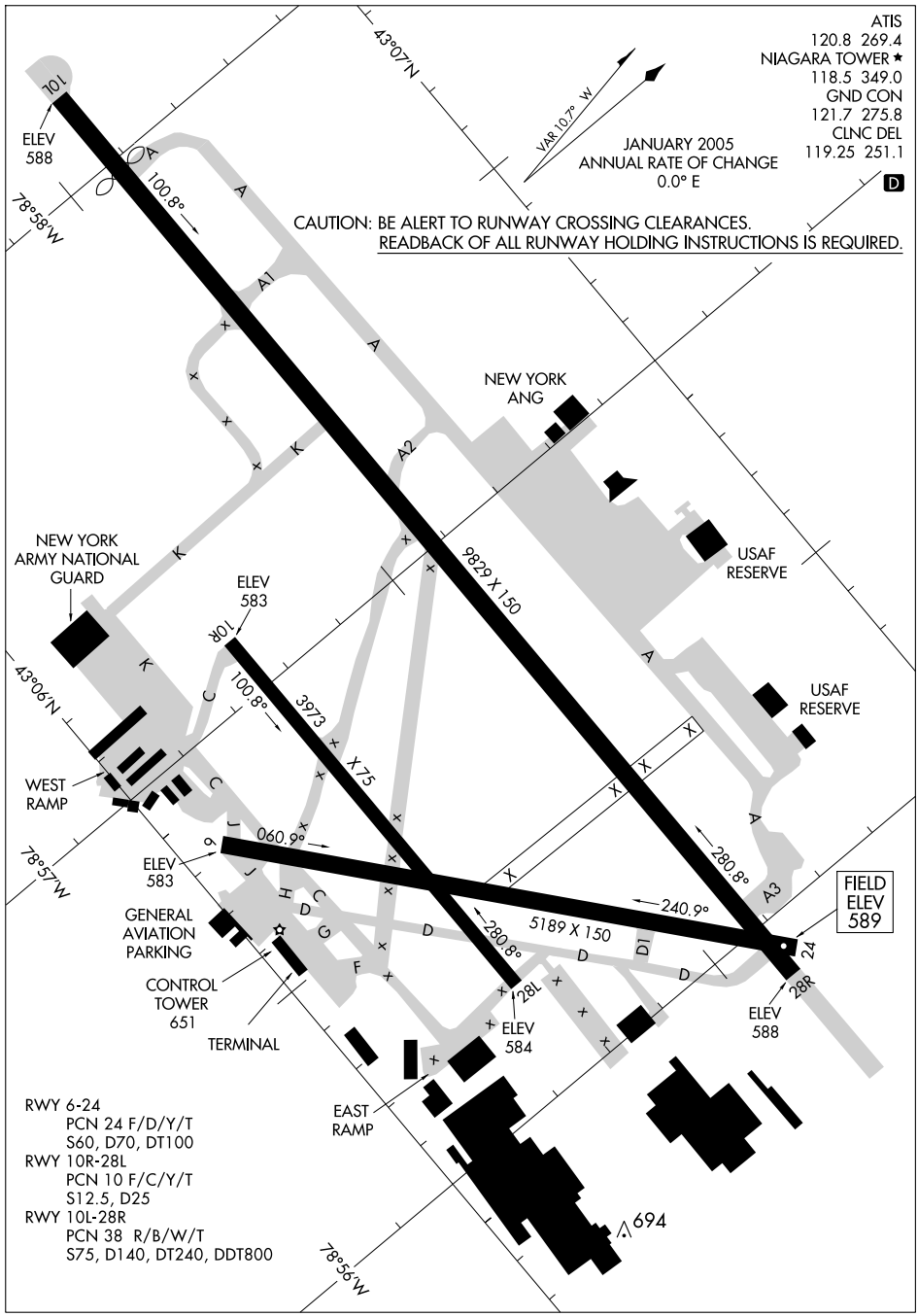
09015

AIRPORT DIAGRAM

AL-614 (FAA)

NIAGARA FALLS INTL (IAG)

NIAGARA FALLS, NEW YORK



NE-2, 14 JAN 2010 to 11 FEB 2010

ILS 1 RWY 28R

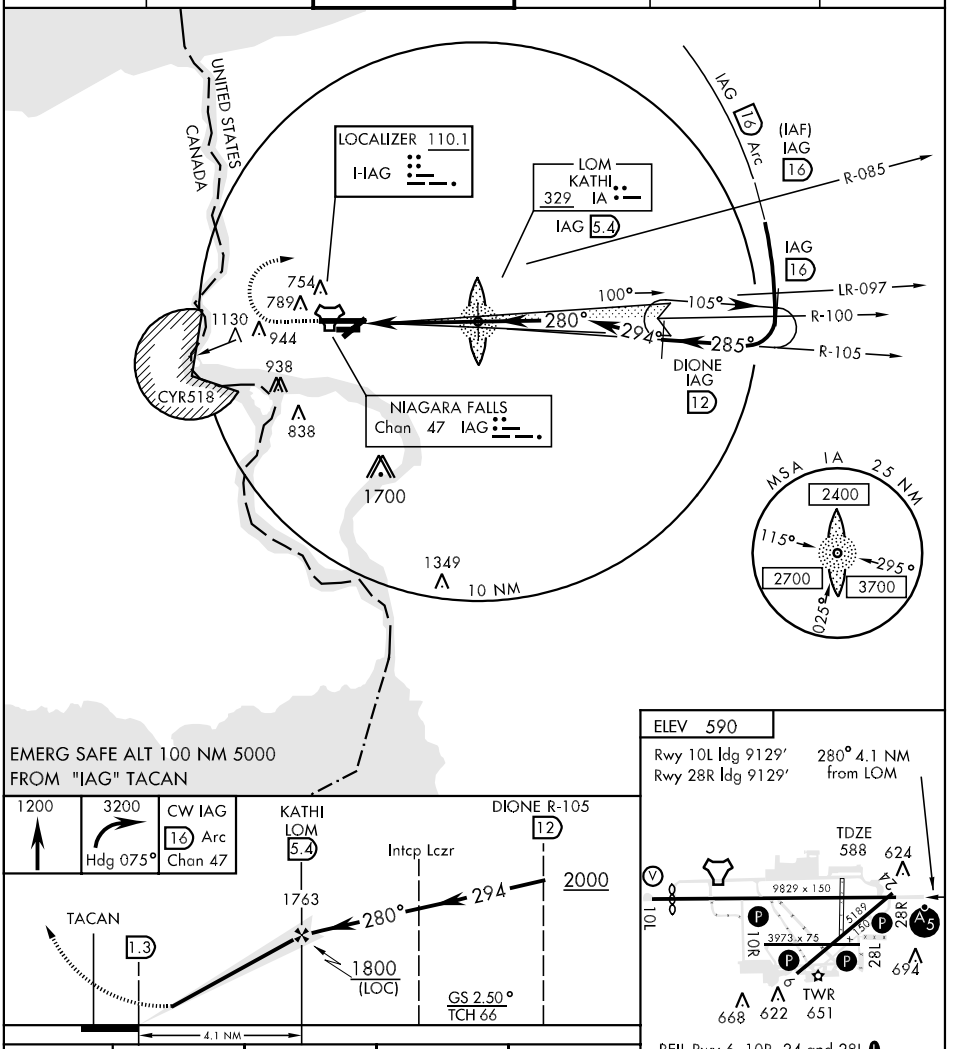
NIAGARA FALLS INTL (KIAG)

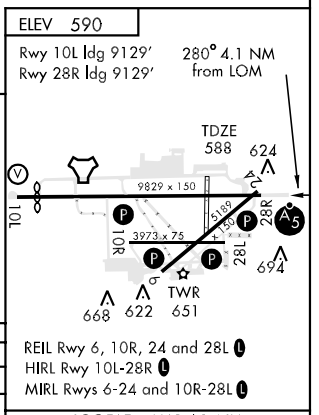
LOC I-IAG 110.1	APP CRS 280°	Rwy ldg 9129 TDZE 588 Arpt Elev 590	AL-614 [USAF]

MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 3200 via heading 075° to intercept and proceed CW on 16 DME Arc then via IAG R-105 to DIONE/IAG 12 DME and hold (Radar Required).

ATIS	BUFFALO APP CON	NIAGARA TOWER ★	GND CON	CLNC DEL	UNICOM
120.8 269.4	126.5 317.6	118.5 (CTAF) L 349.0	121.7 275.8	119.25 251.1	122.95





REIL Rwy 6, 10R, 24 and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

CATEGORY	A	B	C	D
S-ILS 28R	788/24		200	(200-½)
S-LOC 28R	900/24	312	(400-½)	900/40 312 (400-¾)
CIRCLING	1100-1 510	(600-1)	1100-1½ 510 (600-1½)	1360-2½ 770 (800-2½)

LOC FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

43°06'N-78°57'W

LOC I-IAG	APP CRS	Rwy ldg	9129
110.1	280°	TDZE	588
		Apt Elev	590

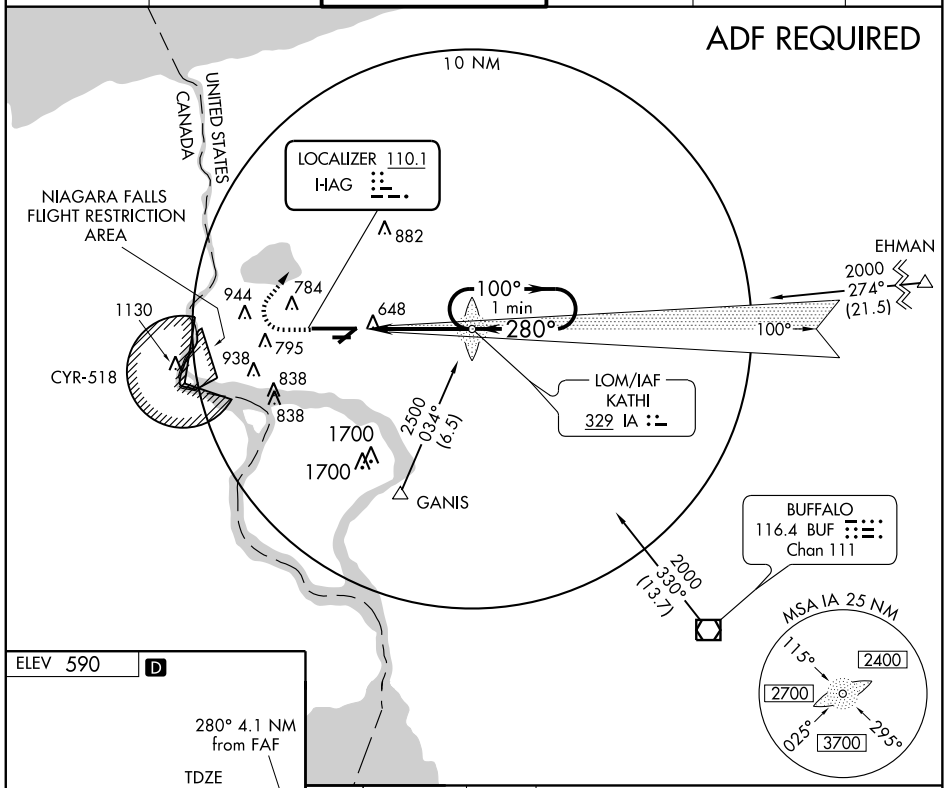
ILS or LOC RWY 28R
NIAGARA FALLS INTL (IAG)

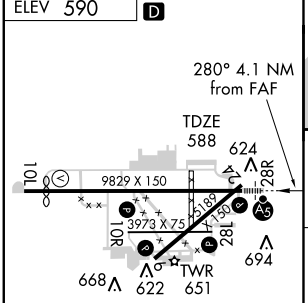
MALSR

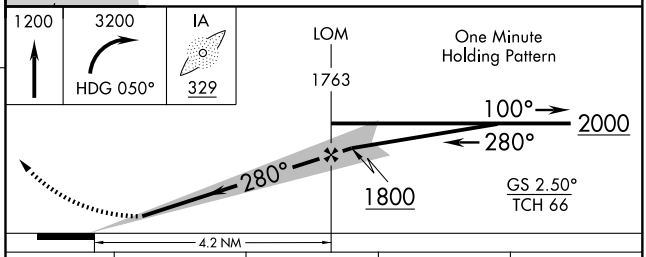
MISSED APPROACH: Climb to 1200, then climbing right turn to 3200 via heading 050°, then direct IA LOM and hold.

ATIS	BUFFALO APP CON	NIAGARA TOWER★	GND CON	CLNC DEL	UNICOM
120.8 269.4	126.5 317.6	118.5 (CTAF) L 349.0	121.7 275.8	119.25 251.1	122.95

ADF REQUIRED







REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
S-ILS 28R	788/24 200 (200-½)			
S-LOC 28R	900/24 312 (400-½)			900/40 312 (400-¾)
CIRCLING	1100-1 510 (600-1)		1100-1½ 510 (600-1½)	1180-2 590 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

LOM IA	APP CRS	Rwy ldg	9129
329	280°	TDZE	588
		Apt Elev	590

NDB or GPS RWY 28R

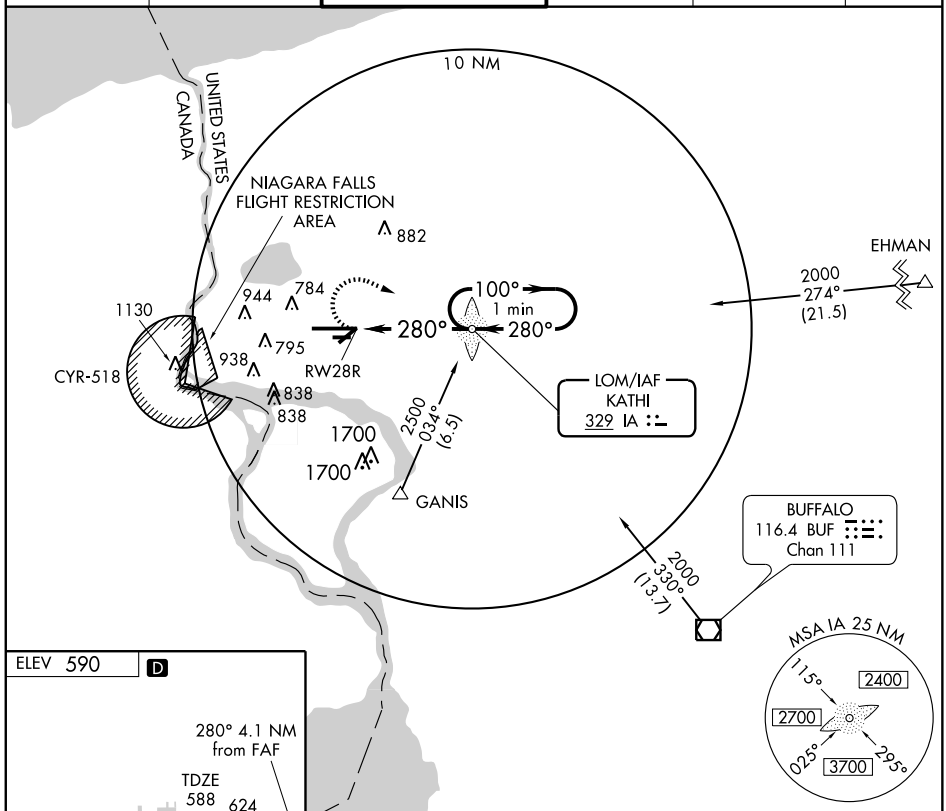
NIAGARA FALLS INTL (IAG)

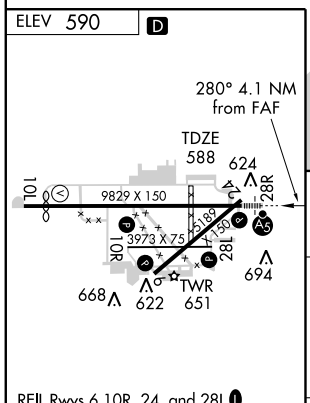
NA

MALSR

MISSED APPROACH: Climbing right turn to 3200 direct IA LOM and hold.

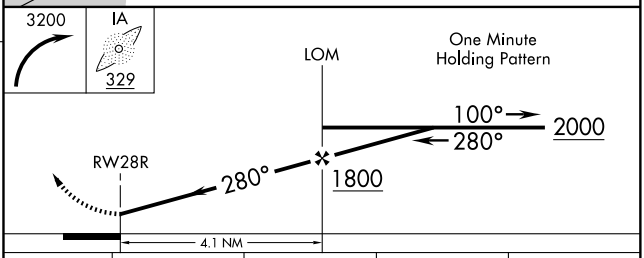
ATIS	BUFFALO APP CON	NIAGARA TOWER★	GND CON	CLNC DEL	UNICOM
120.8 269.4	126.5 317.6	118.5 (CTAF) L 349.0	121.7 275.8	119.25 251.1	122.95





REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-28R	1000/40 412 (500-¾)			1000/50 412 (500-1)
CIRCLING	1100-1 510 (600-1)		1100-1½ 510 (600-1½)	1180-2 590 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 10L

NIAGARA FALLS INTL (IAG)

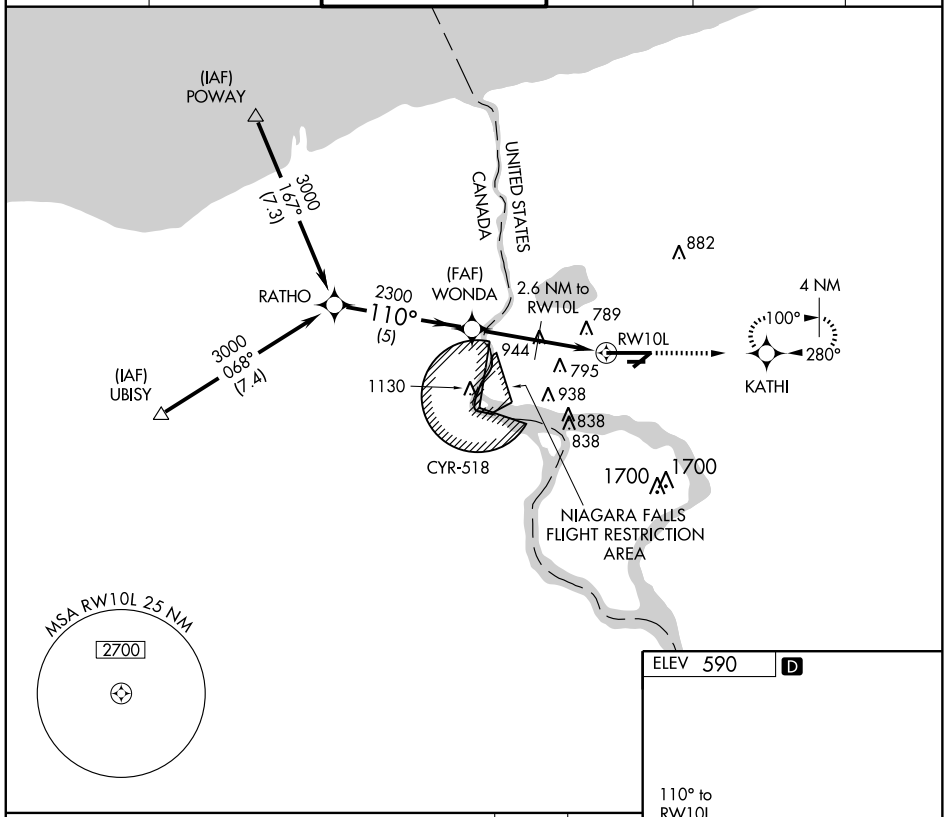
APP CRS	Rwy Idg	9129
110°	TDZE	589
	Apt Elev	590

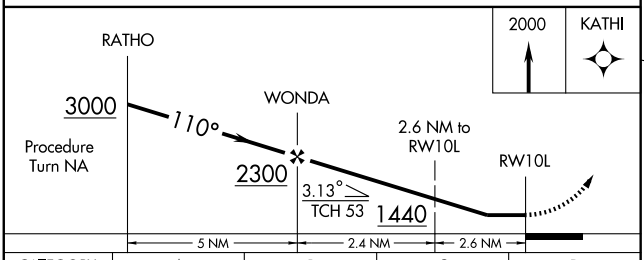
GPS or RNP-0.3 required.
DME/DME RNP -0.3 NA.

NA

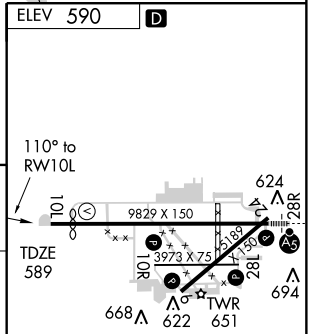
MISSED APPROACH: Climb to 2000 direct KATHI WP and hold.

ATIS	BUFFALO APP CON	NIAGARA TOWER★	GND CON	CLNC DEL	UNICOM
120.8 269.4	126.5 317.6	118.5 (CTAF) L 349.0	121.7 275.8	119.25 251.1	122.95





CATEGORY	A	B	C	D
LNAV MDA	1040-1 451 (500-1)		1040-1¼ 451 (500-1¼)	1040-1½ 451 (500-1½)
CIRCLING	1100-1 510 (600-1)		1100-1½ 510 (600-1½)	1180-2 590 (600-2)



REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

NE-2. 14 JAN 2010 to 11 FEB 2010

TACAN RWY 28R

NIAGARA FALLS INTL (KIAG)

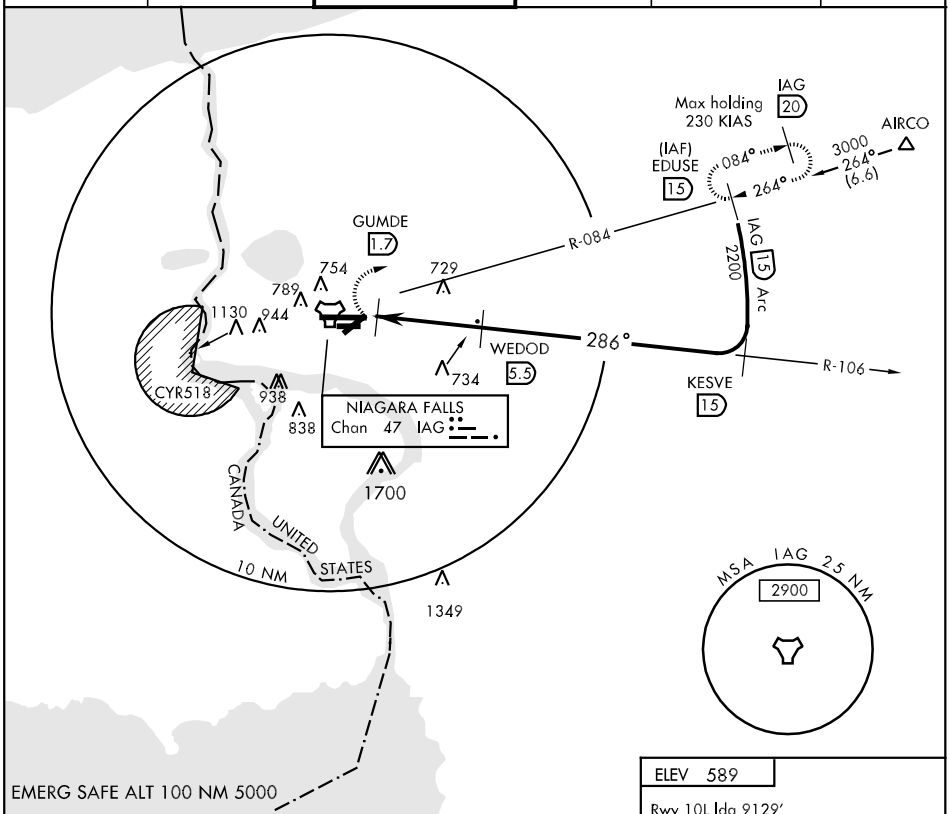
TACAN IAG Chan 47	APCH CRS 286°	Rwy ldg 9129 TDZE 588 Arpt Elev 589	AL-614 [USAF]

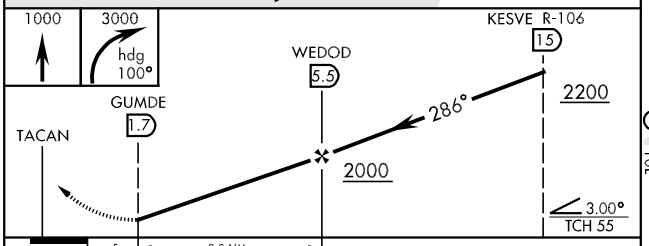
T * When SSALR inop, increase vis CATS ABCE ½ mile, and CAT D ¼ mile.
** Circling NA for CAT E south of runway 10L-28R.

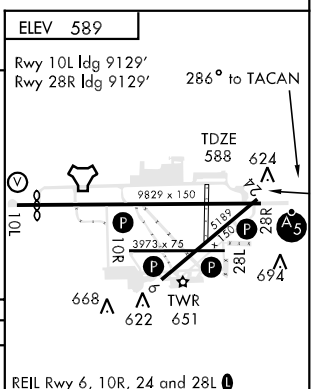
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via heading 100° and IAG R-084 to EDUSE 15 DME and hold.

ATIS	BUFFALO APP CON	NIAGARA TOWER ★	GND CON	CLNC DEL	UNICOM
120.8 269.4	126.5 317.6	118.5 (CTAF) L 349.0	121.7 275.8	119.25 251.1	122.95







CATEGORY	A	B	C	D	E
S-28R *	980/24 392 (400-½)			980/50 392 (400-1)	
CIRCLING **	1100-1 511 (600-1)		1100-1½ 511(600-1½)	1360-2½ 771(800-2½)	1360-2¾ 771(800-2¾)

REIL Rwy 6, 10R, 24 and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

APP CRS	Rwy Idg	4205
014°	TDZE	1023
	Apt Elev	1025

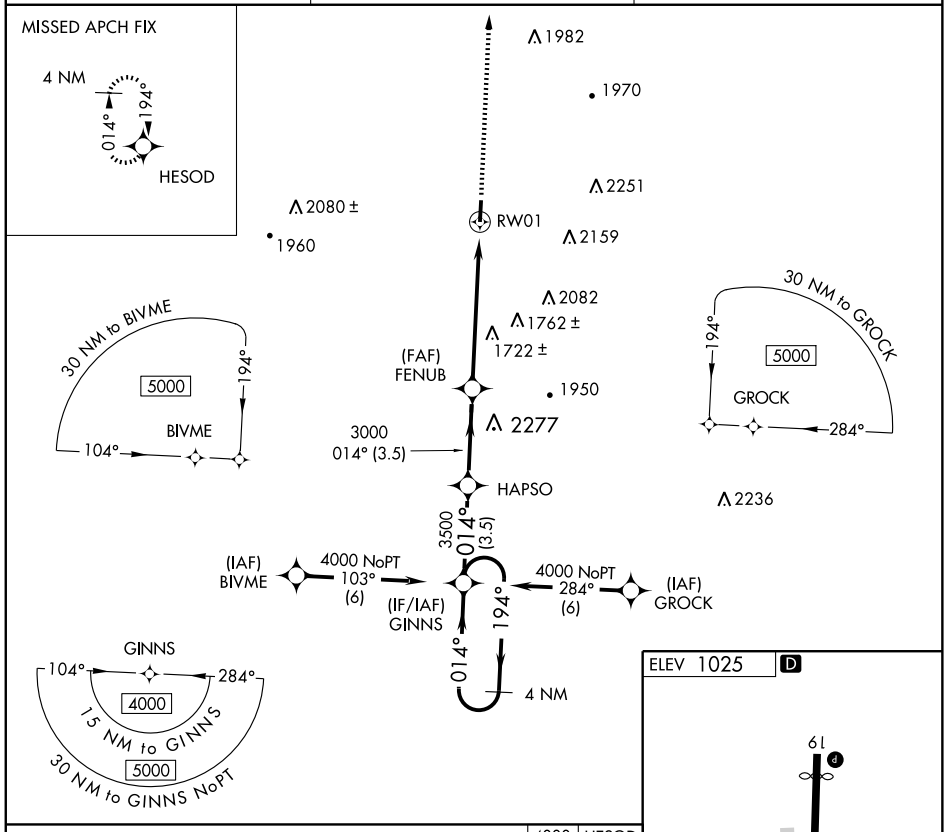
RNAV (GPS) RWY 1

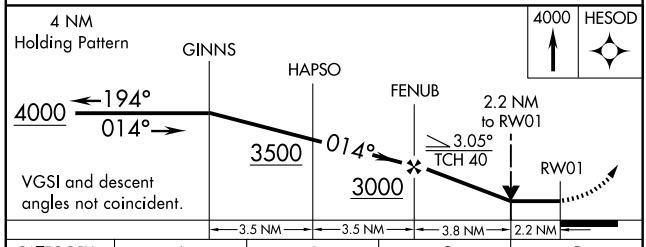
NORWICH / LT. WARREN EATON (OIC)

T
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet. VDP NA when using Binghamton altimeter setting.

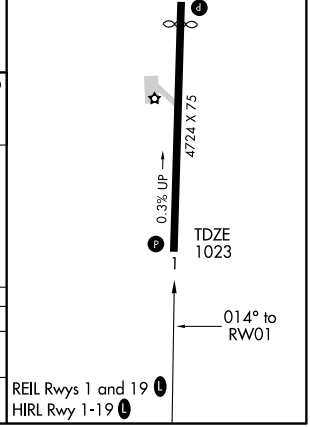
MISSED APPROACH: Climb to 4000 direct HESOD and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.025	133.25 279.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1980-1¼ 957 (1000-1¼)	1980-1½ 957 (1000-1½)	1980-3	957 (1000-3)
CIRCLING	2140-1¼ 1115 (1200-1¼)	2160-1½ 1135 (1200-1½)	2160-3 1135 (1200-3)	2220-3 1195 (1200-3)



APP CRS	Rwy Idg	4205
194°	TDZE	1025
	Apt Elev	1025

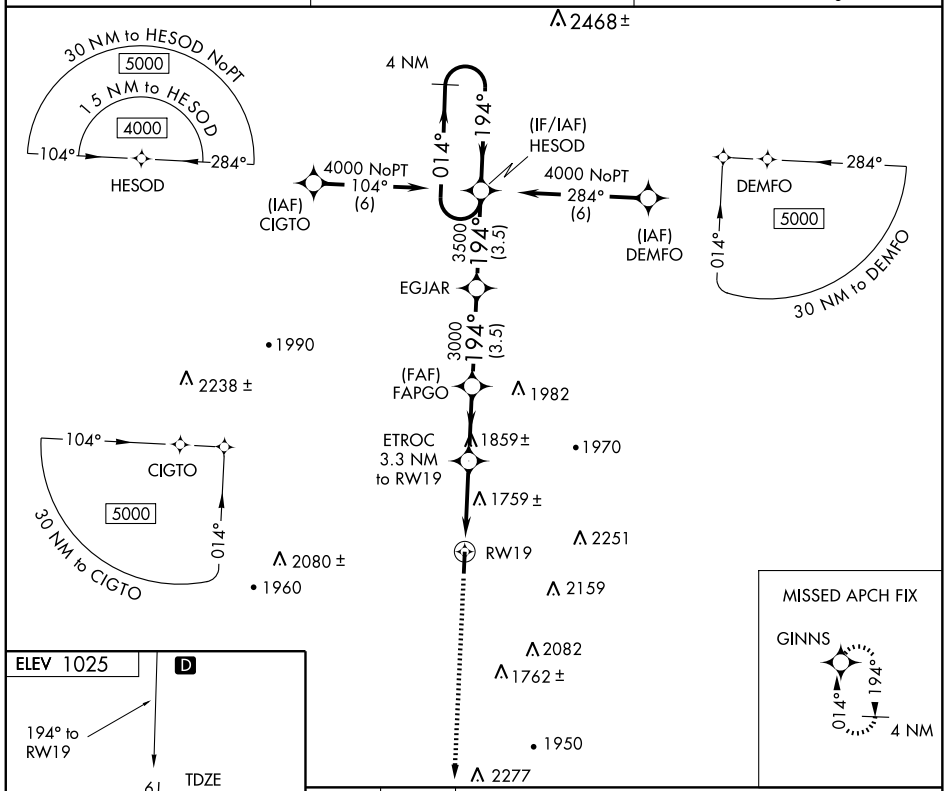
RNAV (GPS) RWY 19

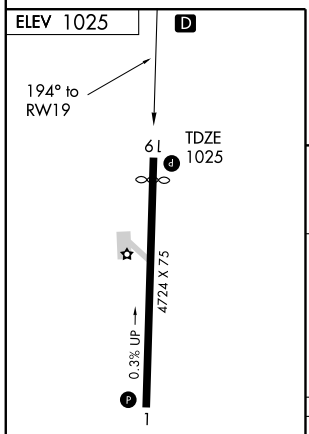
NORWICH / LT. WARREN EATON (OIC)

T A NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet. Cat D straight-in minima NA when using Binghamton altimeter setting.

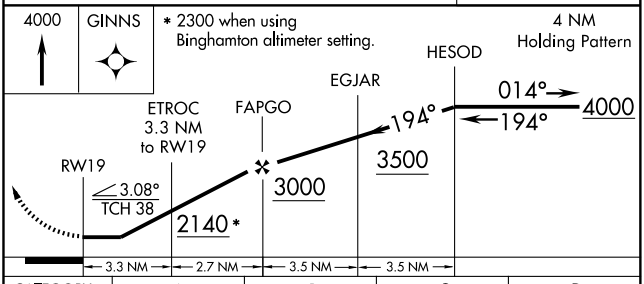
MISSED APPROACH: Climb to 4000 direct GINNS and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.025	133.25 279.5	122.8 (CTAF) L





HIRL Rwy 1-19 L
REIL Rwys 1 and 19 L



CATEGORY	A	B	C	D
LNAV MDA	2020-1¼ 995 (1000-1¼)	2020-1½ 995 (1000-1½)	2020-3	995 (1000-3)
CIRCLING	2140-1¼ 1115 (1200-1¼)	2160-1½ 1135 (1200-1½)	2160-3 1135 (1200-3)	2220-3 1195 (1200-3)

NE-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME RKA	APP CRS	Rwy Idg	N/A
112.6 Chan 73	307°	TDZE	N/A
		Apt Elev	1025

VOR/DME-A

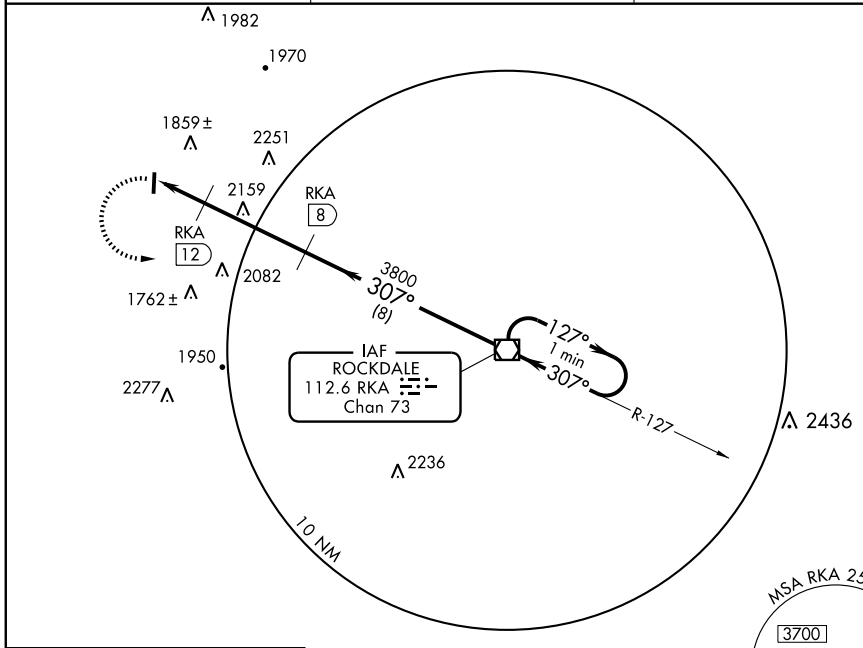
NORWICH / LT. WARREN EATON (OIC)

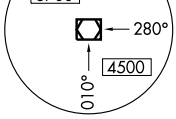
If local altimeter setting not received, use Greater Binghamton altimeter setting and increase all MDAs 160 feet.

NA

MISSED APPROACH: Climbing left turn to 3800, direct RKA VOR/DME and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.025	133.25 279.5	122.8 (CTAF) L

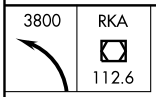


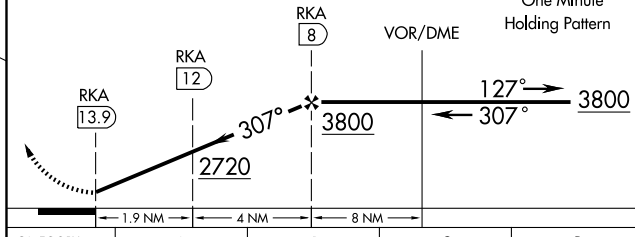


ELEV 1025 D

307° 5.9 NM from FAF

NoPT for arrivals on RKA VOR/DME airway radials 086 CW 155.





CATEGORY	A	B	C	D
CIRCLING	2140-1¼ 1115 (1200-1¼)	2160-1½ 1135 (1200-1½)	2160-3 1135 (1200-3)	2220-3 1195 (1200-3)

HIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-OGS	APP CRS	Rwy Idg	5200
110.7	269°	TDZE	297
Chan 44		Apt Elev	297

LOC RWY 27

OGDENSBURG INTL (OGS)

Circling to Rwy 9 NA at night. Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Massena altimeter setting and increase all MDA 100 feet, S-27 Cats C and D and Circling Cats B/C/D visibility ¼ mile.

NA

MALS

MISSED APPROACH: Climbing left turn to 2000 direct OGIVE LOM and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.525	135.25 377.1	122.8 (CTAF) L

ADF REQUIRED

LOM/IAF
OGIVE
358 OG
I-OGS 5.5

LOCALIZER 110.7
I-OGS
Chan 44

692
590
689
638
489±
712
269°
089°
1 min
089°

LETUS
2000
055°
(6.4)

CANADA
UNITED STATES

10 NM

MSA OG 25 NM
1900
225°
045°
3000

1278

ELEV 297

TDZE
297
27
5200 X 150
269° 4.5 NM
from FAF
342

HIRL Rwy 9-27 L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

2000
OG
358

VGSI and descent angles not coincident.

LOM
I-OGS 5.5

One Minute Holding Pattern

089°
269°
2000

I-OGS
1

269°

3.43°
TCH 52

4.5 NM

CATEGORY	A	B	C	D
S-27	740-1 443 (500-1)		740-1¼ 443 (500-1¼)	740-1½ 443 (500-1½)
CIRCLING	740-1 443 (500-1)	1000-1 703 (800-1)	1000-2 703 (800-2)	1000-2¼ 703 (800-2¼)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5200
269°	TDZE	297
	Apt Elev	297

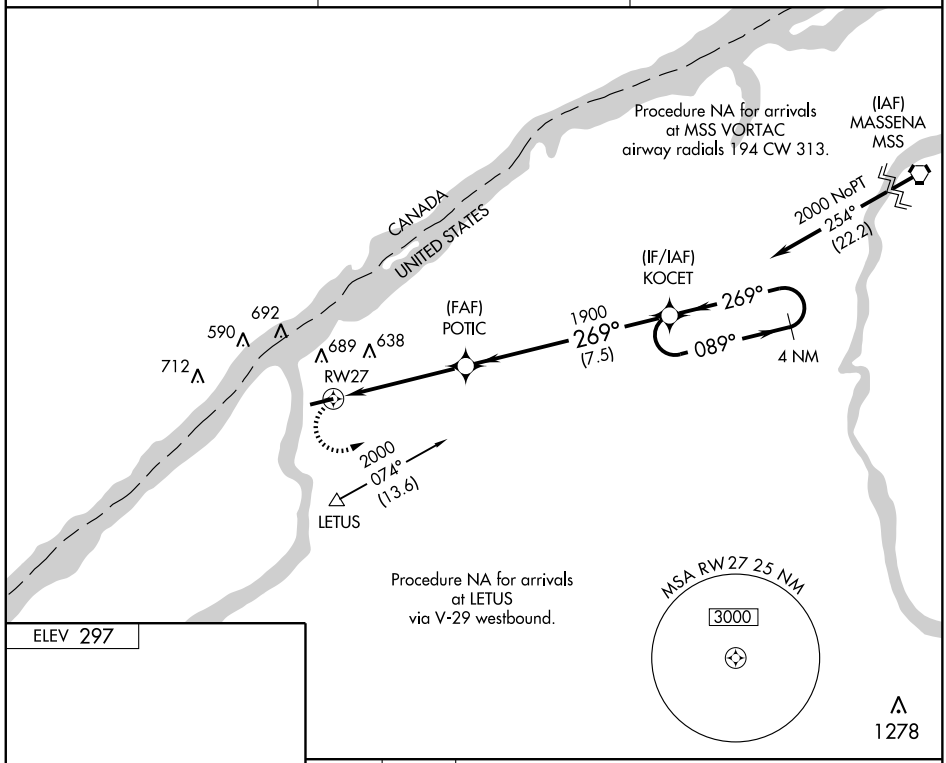
RNAV (GPS) RWY 27
OGDENSBURG INTL (OGS)

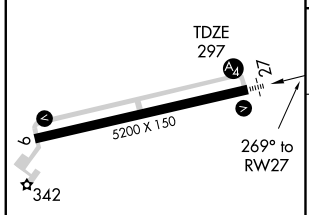
DME/DME RNP-0.3 NA. When VGSI inoperative, procedure NA at night. Inoperative table does not apply. When local altimeter setting not received use Massena altimeter setting and increase all MDA 100 feet and LNAV Cat C and D visibility ¼ mile and Circling Cat B, C, and D visibility ¼ mile.

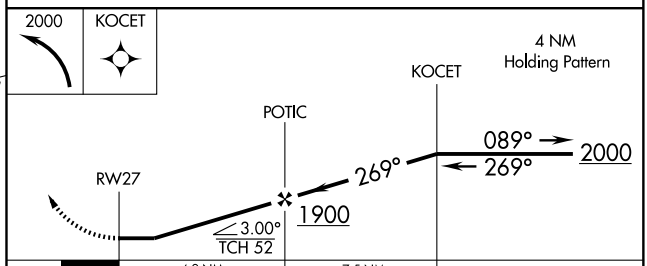
MALS

MISSED APPROACH: Climbing left turn to 2000 direct KOCET WP and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.525	135.25 377.1	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	780 - 1 483 (500-1)		780-1¼ 483 (500-1¼)	780-1½ 483 (500-1½)
CIRCLING	780-1 483 (500-1)	1000-1 703 (800-1)	1000-2 703 (800-2)	1000-2¼ 703 (800-2¼)

HIRL Rwy 9-27

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-OLE	APP CRS	Rwy Idg	4600
109.3	223°	TDZE	2132
		Apt Elev	2135

LOC RWY 22

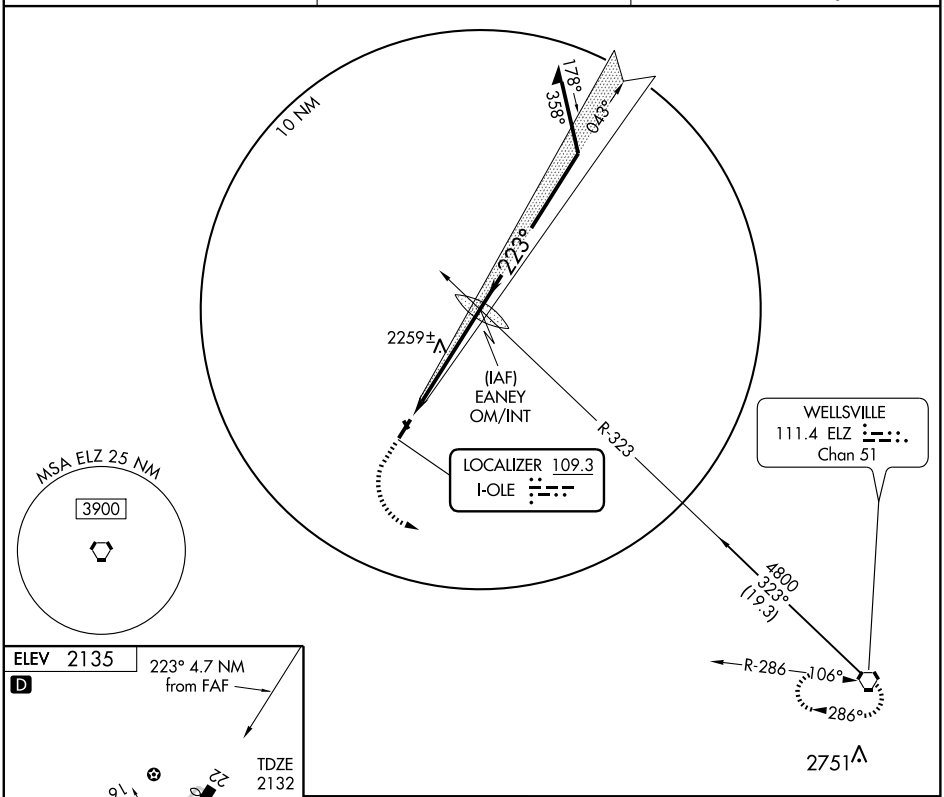
OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

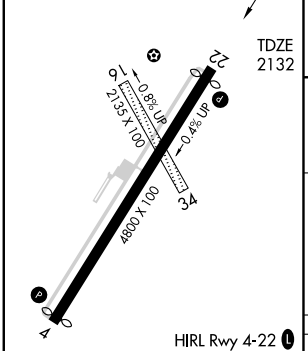
When VGSI inop, straight-in/circling Rwy 22 procedure NA at night. When local altimeter setting not received, use Bradford, PA altimeter setting and increase all MDAs 80 feet and S-22 Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA.

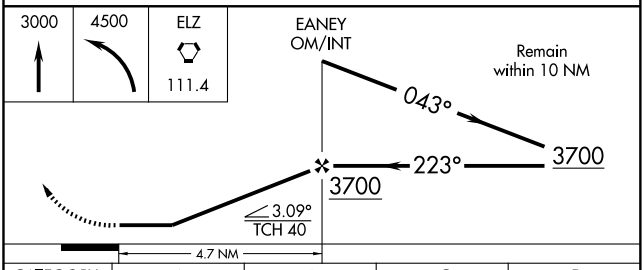
NA

MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 direct ELZ VORTAC and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.375	124.325 353.850	122.8 (CTAF) L







FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-22	2520-1 388 (400-1)			2520-1¼ 388 (400-1¼)
CIRCLING	2620-1 485 (500-1)		2620-1½ 485 (500-1½)	2700-2 565 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4700
CH 53401	043°	TDZE	2132
W04A		Apt Elev	2135

RNAV (GPS) RWY 4

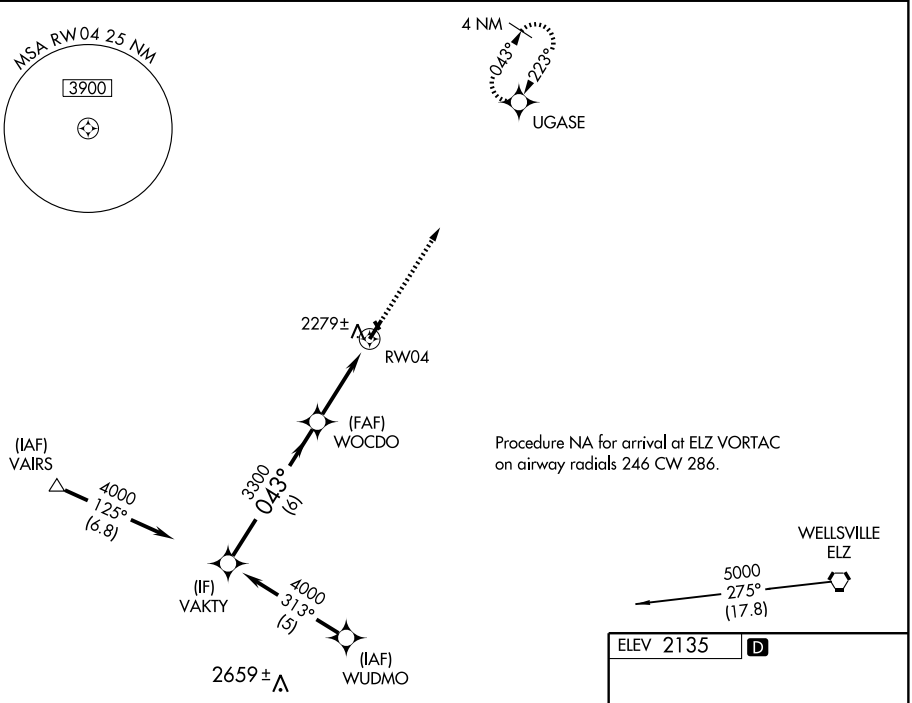
OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

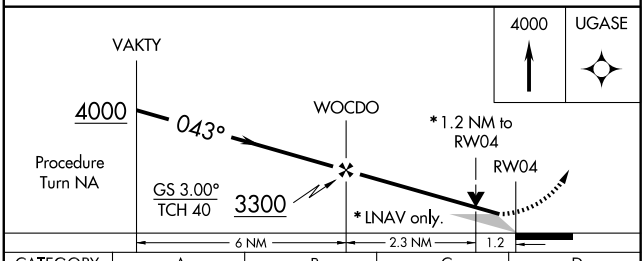
T A NA W

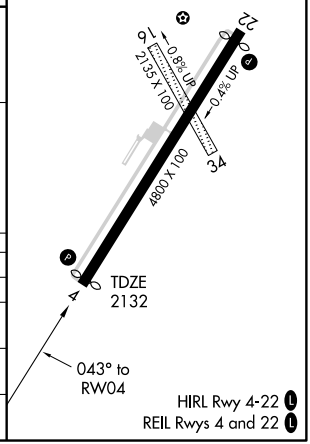
DME/DME RNP-0.3 NA. When VGSI inop, circling Rwy 22 NA at night. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). VDP and Baro-VNAV NA when using Bradford, PA altimeter setting.

MISSED APPROACH: Climb to 4000 direct UGASE and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.375	124.325 353.850	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2382-1 250 (300-1)			
LNAV/ VNAV DA	2549-1½ 417 (500-1½)			
LNAV MDA	2560-1 428 (500-1)		2560-1¼ 428 (500-1¼)	2560-1½ 428 (500-1½)
CIRCLING	2620-1½ 485 (500-1½)			2700-2 565 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4600
CH 99401	223°	TDZE	2132
W22A		Apt Elev	2135

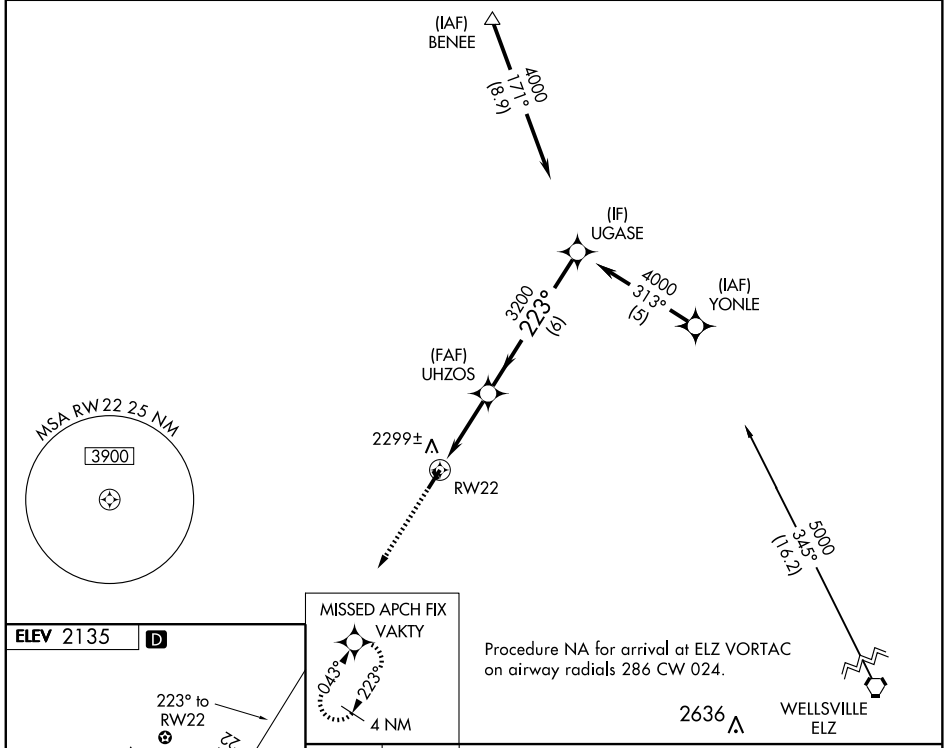
RNAV (GPS) RWY 22

OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

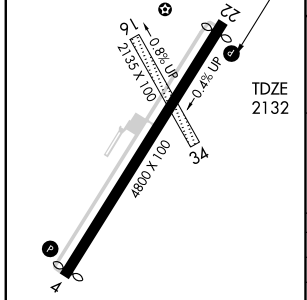
DME/DME RNP-0.3 NA. When VGSI inop, straight-in/circling Rwy 22 procedure NA at night. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 43°C (110°F). Baro-VNAV NA when using Bradford, PA altimeter setting. Visibility reduction by helicopters NA.

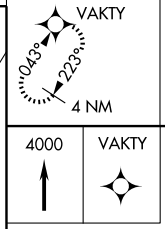
MISSED APPROACH: Climb to 4000 direct VAKTY and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.375	124.325 353.850	122.8 (CTAF) L

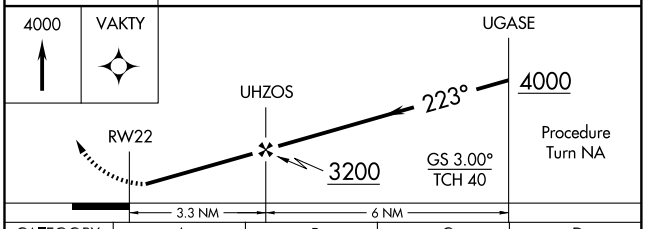


ELEV 2135 D





Procedure NA for arrival at ELZ VORTAC on airway radials 286 CW 024.



CATEGORY	A	B	C	D
LPV DA	2382-1 250 (300-1)			
LNAV/ VNAV DA	2569-1½ 437 (500-1½)			
LNAV MDA	2560-1 428 (500-1)		2560-1¼ 428 (500-1¼)	2560-1½ 428 (500-1½)
CIRCLING	2620-1½ 485 (500-1½)			2700-2 565 (600-2)

HIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-OZX	APP CRS	Rwy Idg	4200
108.9	237°	TDZE	1758
		Apt Elev	1763

LOC RWY 24

ONEONTA MUNI (N66)

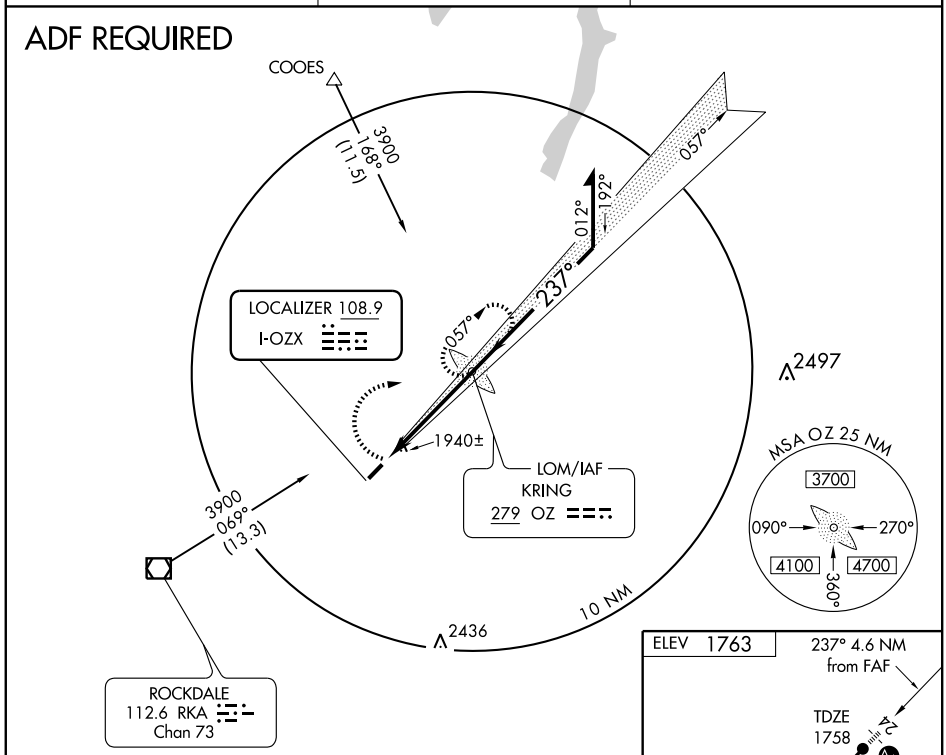
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDAs 140 feet and increase Circling Cat B visibility ¼ . Inoperative table does not apply. Visibility reduction by helicopters NA. Localizer unusable 4.2 NM after passing OZ LOM.

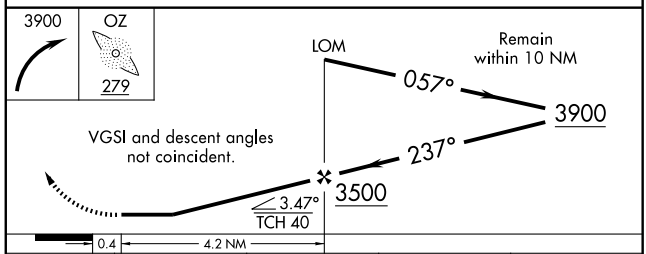
MALS

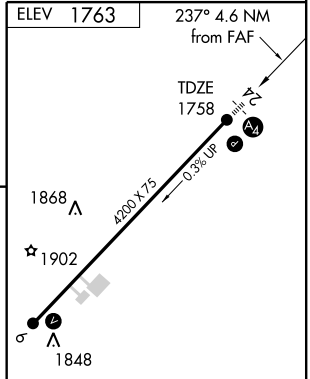
MISSED APPROACH: Climbing right turn to 3900 direct OZ LOM and hold, continue climb-in-hold to 3900.

AWOS-3	BOSTON CENTER	UNICOM
119.575	133.25 279.5	122.8 (CTAF) L

ADF REQUIRED







MIRL Rwy 6-24
REIL Rwys 6 and 24 L

CATEGORY	A	B	C	D
S-24	2220-1	462 (500-1)	NA	
CIRCLING	2340-1 577 (600-1)	2380-1 617 (700-1)	NA	

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4200
CH 86309	057°	TDZE	1763
W06A		Apt Elev	1763

RNAV (GPS) RWY 6

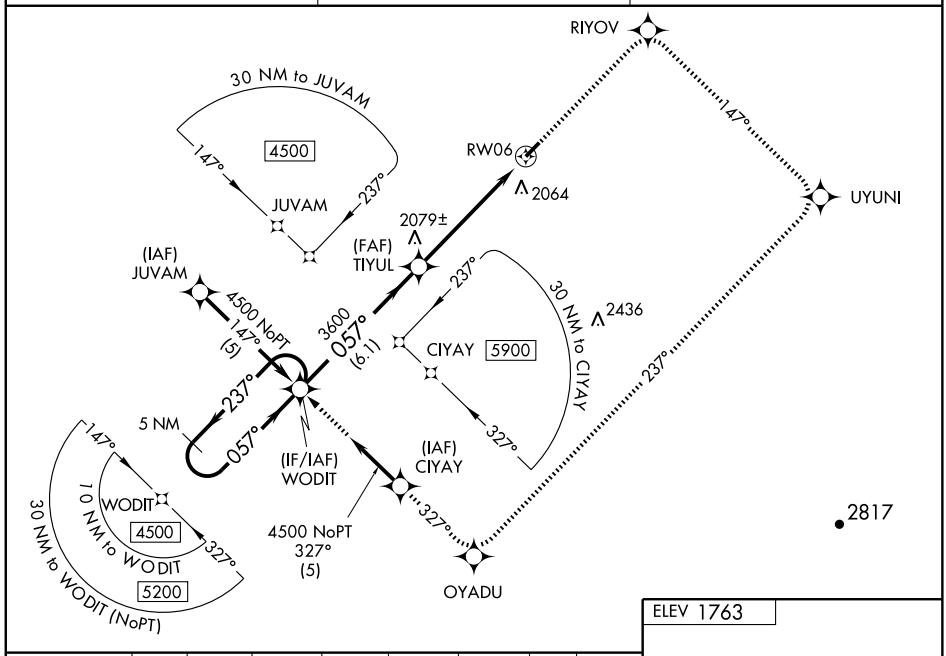
ONEONTA MUNI (N66)

When local altimeter setting not received, use Binghamton altimeter setting and increase all DA 122 feet, all MDA 140 feet, and increase LPV and LNAV/VNAV visibilities ½ mile all Cats, and circling visibility Cat B ¼ mile. Baro-VNAV NA when using Binghamton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

NA

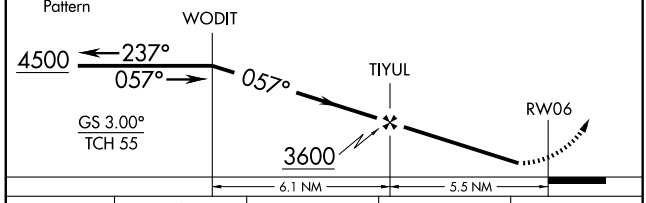
MISSED APPROACH: Climb to 4500 direct RIYOV and right turn via 147° track to UYUNI and right turn via 237° track to OYADU and via 327° track to WODIT and hold.

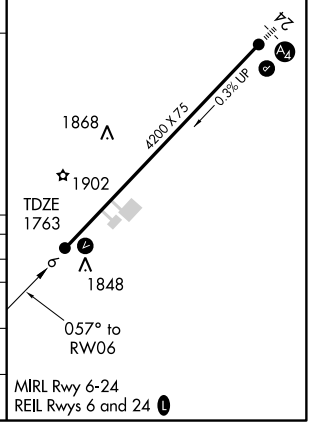
AWOS-3	BOSTON CENTER	UNICOM
119.575	133.25 279.5	122.8 (CTAF) L



4500	RIYOV	147° track	UYUNI	237° track	OYADU	327° track	WODIT

5 NM Holding Pattern





CATEGORY	A	B	C	D
LPV DA	2075-1 312 (400-1)		NA	
LNAV/VNAV DA	2351-2 588 (600-2)		NA	
LNAV MDA	2260-1 497 (500-1)		NA	
CIRCLING	2340-1 577 (600-1)	2380-1 617 (700-1)	NA	

NE-2, 14 JAN 2010 to 11 FEB 2010

ONEONTA, NEW YORK

WAAS	APP CRS	Rwy Idg	4200
CH 70409	237°	TDZE	1758
W24A		Apt Elev	1763

RNAV (GPS) RWY 24

ONEONTA MUNI (N66)

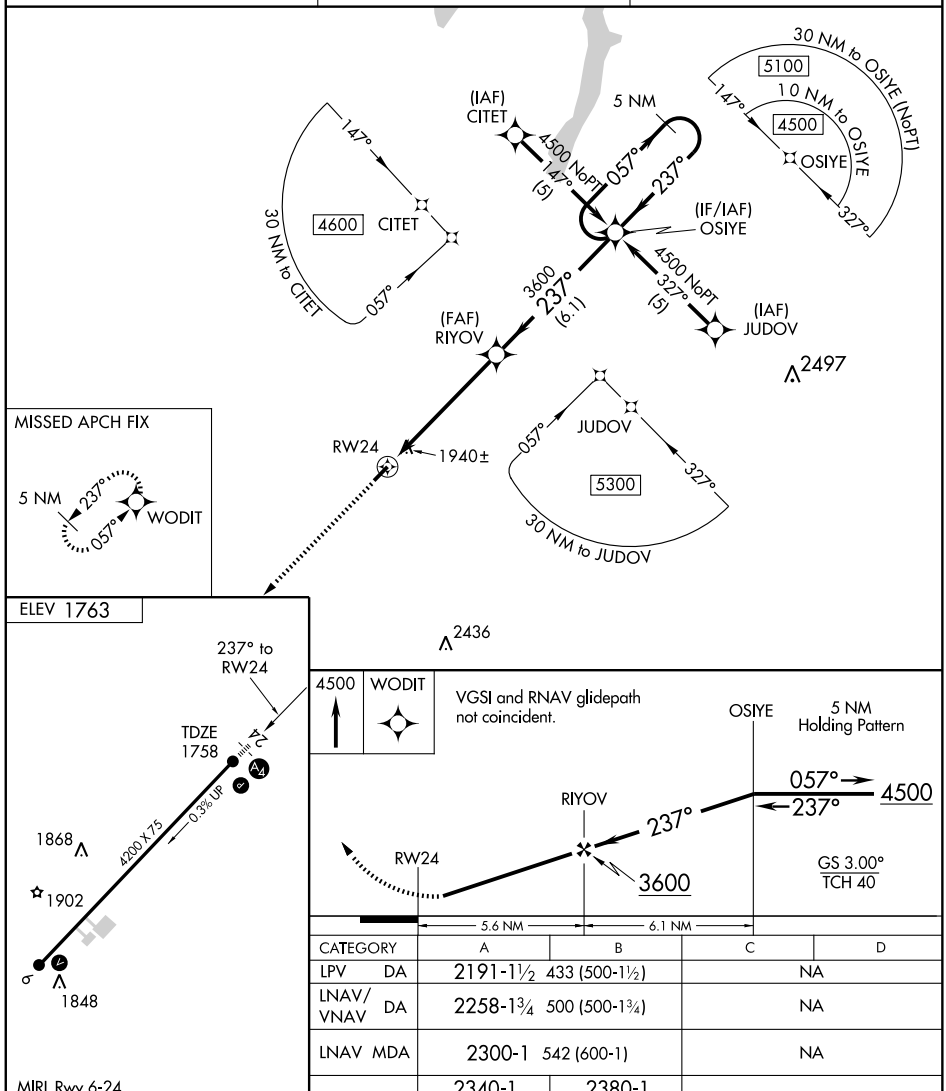
When local altimeter setting not received, use Binghamton altimeter setting and increase all DA 122 feet, all MDA 140 feet, and increase LPV and LNAV/VNAV visibilities ½ mile all Cats, and Circling visibility Cat B¼ mile. Baro-VNAV NA when using Binghamton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Visibility reduction by helicopters NA. Inoperative table does not apply. DME/DME RNP-0.3 NA.

NA

MALS

MISSED APPROACH: Climb to 4500 direct WODIT and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.575	133.25 279.5	122.8 (CTAF) L



MIRL Rwy 6-24
REIL Rwys 6 and 24 L

CATEGORY	A	B	C	D
LPV DA	2191-1½ 433 (500-1½)		NA	
LNAV/VNAV DA	2258-1¾ 500 (500-1¾)		NA	
LNAV MDA	2300-1 542 (600-1)		NA	
CIRCLING	2340-1 577 (600-1)	2380-1 617 (700-1)	NA	

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME RKA	APP CRS	Rwy Idg	4200
112.6	078°	TDZE	1763
Chan 73		Apt Elev	1763

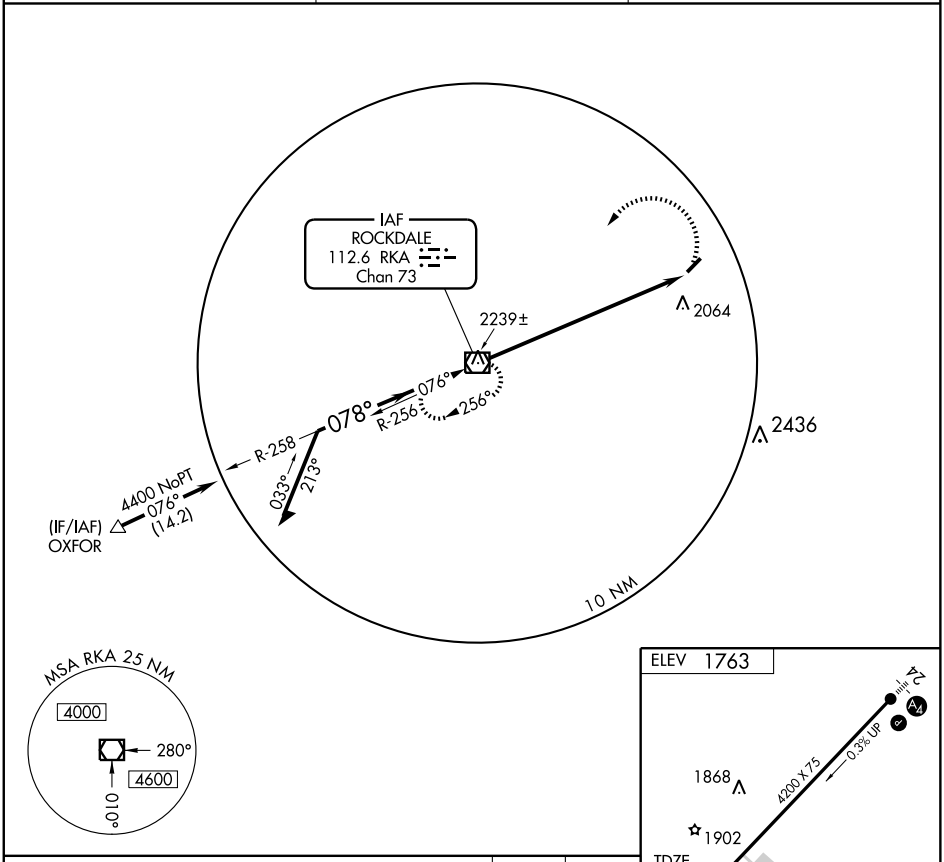
VOR RWY 6
ONEONTA MUNI (N66)

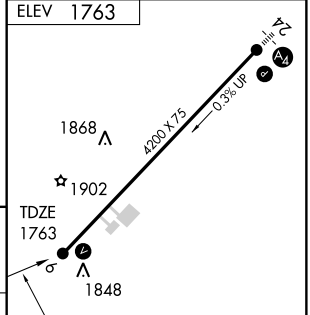
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet, and S-6 Cat B and Circling visibility Cat B ¼ mile. Visibility reduction by helicopters NA.

NA

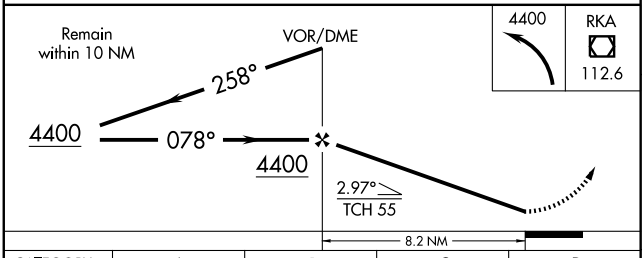
MISSED APPROACH:
Climbing left turn to 4400 direct RKA VOR/DME and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.575	133.25 279.5	122.8 (CTAF) L





MIRL Rwy 6-24
REIL Rwys 6 and 24 L



CATEGORY	A	B	C	D
S-6	2440-1	677 (700-1)	NA	
CIRCLING	2440-1	677 (700-1)	NA	

FAF to MAP 8.2 NM					
Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44

NE-2, 14 JAN 2010 to 11 FEB 2010

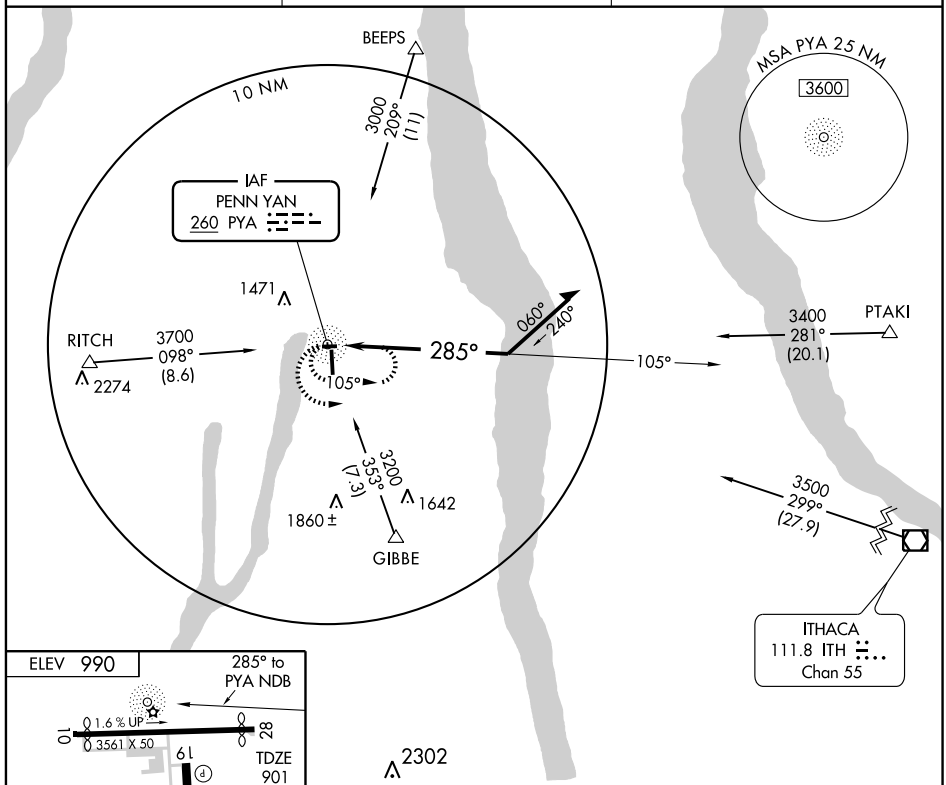
NDB PYA	APP CRS	Rwy Idg	3177
260	285°	TDZE	901
		Apt Elev	990

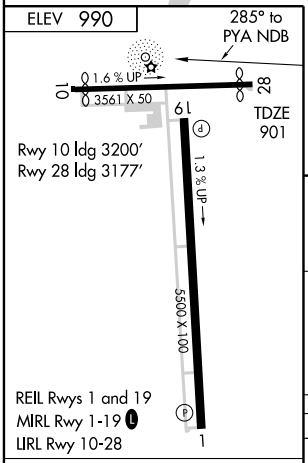
NDB RWY 28
PENN YAN (PEO)

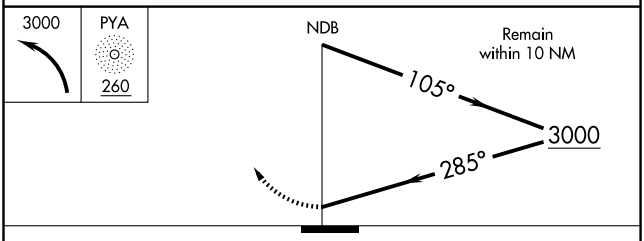
NA

MISSED APPROACH: Climbing left turn to 3000 in PYA NDB holding pattern.

ASOS	ELMIRA APP CON*	UNICOM
121.175	124.3 257.8	123.0 (CTAF)







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-28	1600-1	699 (700-1)	1600-2 699 (700-2)	1600-2¼ 699 (700-2¼)
CIRCLING	1600-1	610 (700-1)	1680-2 690 (700-2)	1780-2½ 790 (800-2½)

NE-2. 14 JAN 2010 to 11 FEB 2010

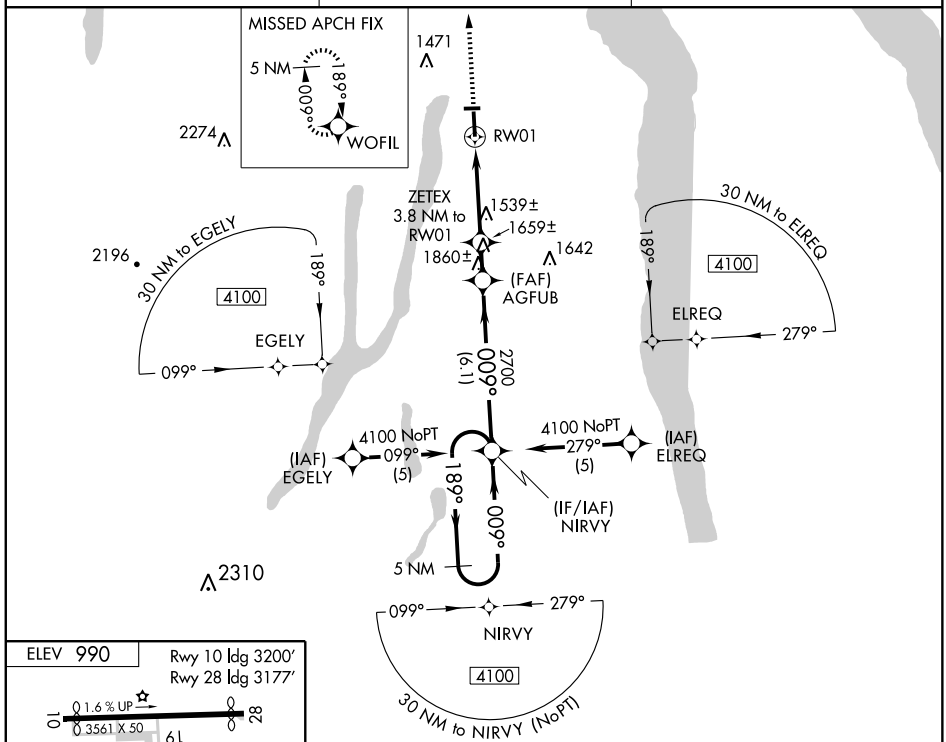
WAAS	APP CRS	Rwy Idg	5500
CH 99507	009°	TDZE	990
W01A		Apt Elev	990

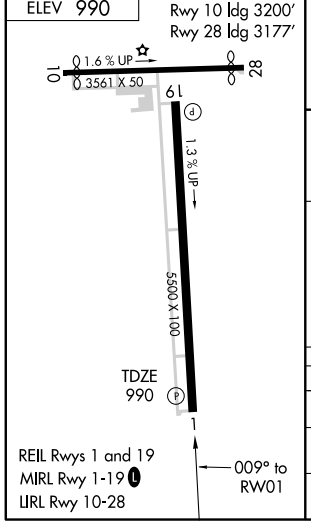
RNAV (GPS) RWY 1
PENN YAN (PEO)

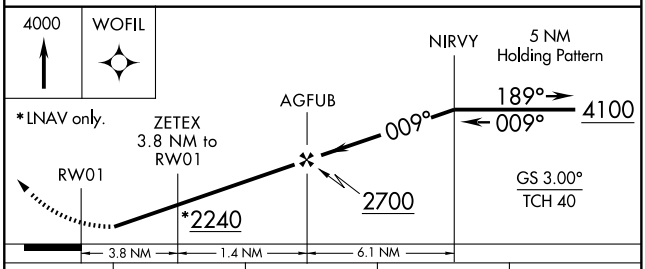
When local altimeter setting not received, use Elmira altimeter setting and increase LPV DA 73 feet, all MDA 80 feet, LPV all Cats visibility ¼ mile, LNAV and Circling Cat A visibility ¼ mile, and LNAV and Circling Cats C and D visibility ½ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct WOFIL and hold, continue climb in hold to 4000.

ASOS	ELMIRA APP CON*	UNICOM
121.175	124.3 257.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1360-1¼ 370 (400-1¼)			
LNAV MDA	1800-1 810 (900-1)	1800-1¼ 810 (900-1¼)	1800-2¼ 810 (900-2¼)	1800-2½ 810 (900-2½)
CIRCLING	1800-1 810 (900-1)	1800-1¼ 810 (900-1¼)	1800-2¼ 810 (900-2¼)	1800-2½ 810 (900-2½)

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5500
189°	TDZE	968
	Apt Elev	990

RNAV (GPS) RWY 19

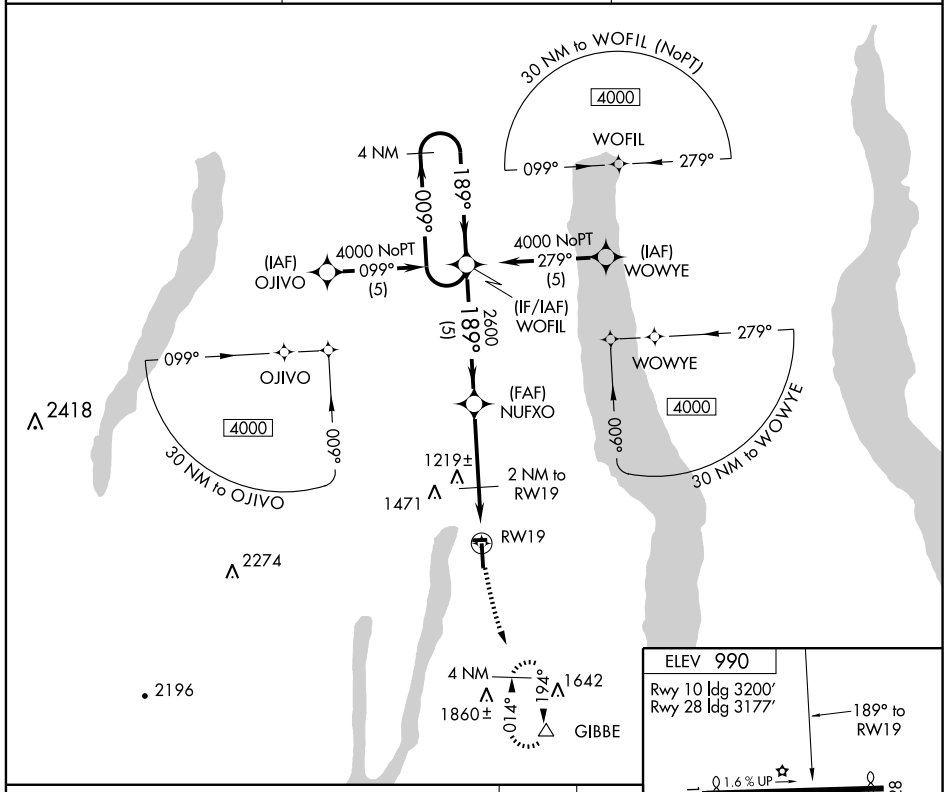
PENN YAN (PEO)

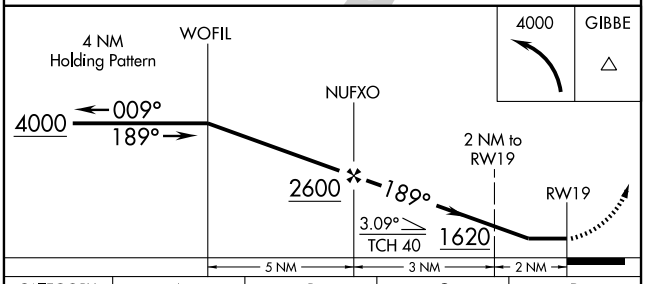
NA

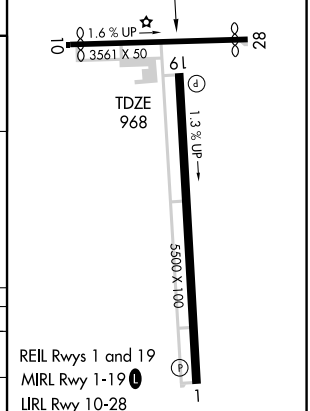
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 4000 direct GIBBE WP and hold.

ASOS	ELMIRA APP CON★	UNICOM
121.175	124.3 257.8	123.0 (CTAF) L







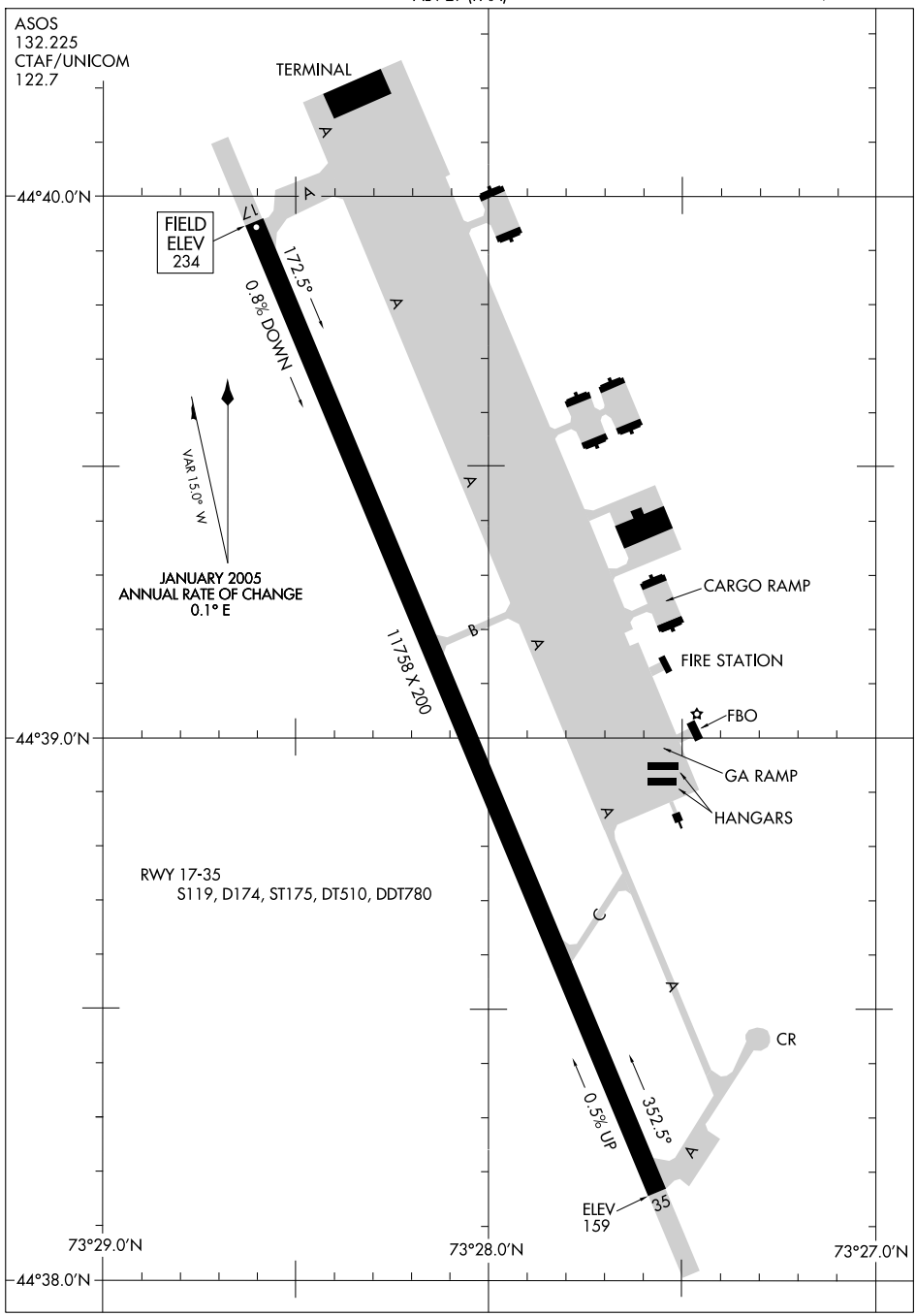
CATEGORY	A	B	C	D
LNAV MDA	1400-1 432 (500-1)		1400-1¼ 432 (500-1¼)	1400-1½ 432 (500-1½)
CIRCLING	1480-1 490 (500-1)	1600-1 610 (700-1)	1680-2 690 (700-2)	1780-2½ 790 (800-2½)

NE-2. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-729 (FAA)

PLATTSBURGH INTL (PBG)
PLATTSBURGH, NEW YORK



NE-2, 14 JAN 2010 to 11 FEB 2010

HI-VOR/DME or TACAN RWY 35

VORTAC PLB	APCH CRS	Rwy ldg 11,759
116.9	332°	TDZE 177
Chan 116		Arpt Elev 235

JAL-729 [USAF]

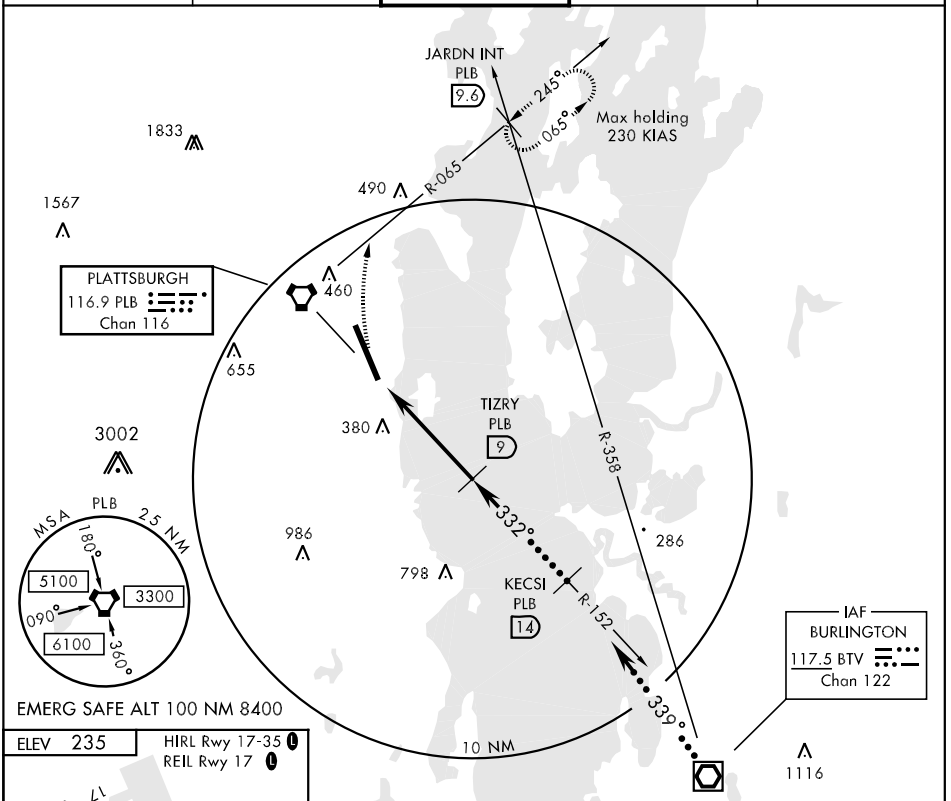
PLATTSBURGH INTL (PBG)

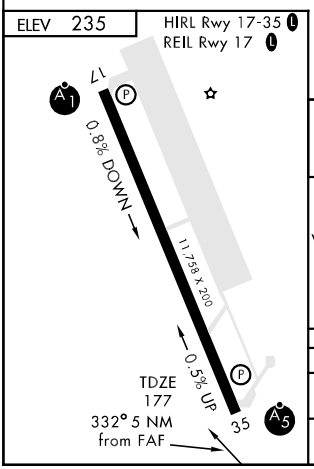
Use Clinton County altimeter setting.

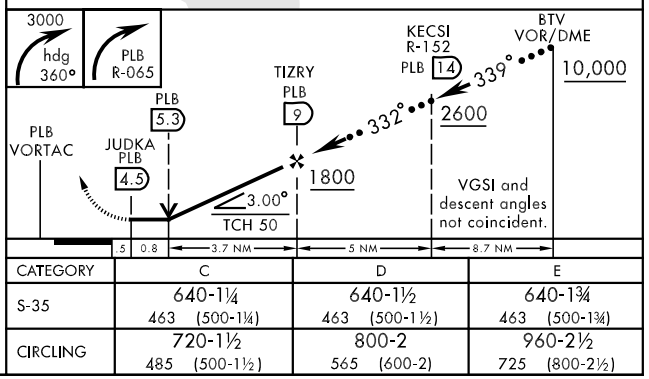
MALSR

MISSED APPROACH: Climbing right turn to 3000 via heading 360° and PLB R-065 to JARDN INT/ PLB 9.6 DME and hold, hold NE, LT, 245° inbound.

BURLINGTON ★ APP CON	CLINTON COUNTY ASOS	UNICOM	CLNC DEL	
121.1 278.8	132.225	122.7 (CTAF)	121.85	122.975 L







CATEGORY	C	D	E
S-35	640-1¼ 463 (500-1¼)	640-1½ 463 (500-1½)	640-1¾ 463 (500-1¾)
CIRCLING	720-1½ 485 (500-1½)	800-2 565 (600-2)	960-2½ 725 (800-2½)

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-FQV	APP CRS	Rwy Idg	11758
109.7	352°	TDZE	177
Chan 34		Apt Elev	234

ILS or LOC/DME RWY 35

PLATTSBURGH INTL (PBG)

When local altimeter setting not received, use Burlington Intl altimeter setting and increase DA to 431, increase all MDAs 60 feet.
NA VDP NA when using Burlington Intl altimeter setting.
When MALSR inoperative, increase visibility S-ILS 35 Cat E ¼ mile and S-LOC 35 Cat E ½ mile.

MALSR

MISSED APPROACH: Climb to 700, then climbing right turn to 3000 via heading 023° and PLB R-065 to JARDN Int/PLB 9.6 DME and hold, continue climb-in-hold to 3000.

ASOS	BURLINGTON APP CON★	CLNC DEL	UNICOM
132.225	121.1 278.8	121.85	122.7 (CTAF) L

1703 ±
1830
1567
3002
985
343 ±
319±
379±
480

JARDN INT
PLB 9.6
245°
065°
R-065
R-358
BTV

MSA PLB 25 NM
180°
5100
090°
3400
6100
360°

PLATTSBURGH
116.9 PLB
Chan 116

DME REQUIRED

LOCALIZER 109.7
I-FQV
Chan 34

10 NM

Maximum holding airspeed 230 KIAS

LOM
HERRO
BT 382

BAVDE
I-FQV 8.3

2200
(6.1)
352°
172°
3000 NoPT
308°
(7.8)

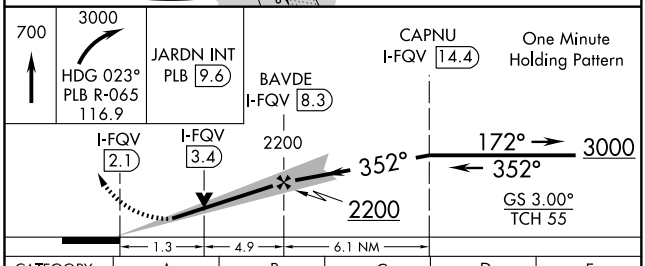
(IF/IAF)
CAPNU
I-FQV 14.4

IAF
BURLINGTON
117.5 BTV
Chan 122

Procedure NA for arrivals on BTV VOR/DME airway radials 311 CW 335.

ALTERNATE MISSED APCH FIX
326°
146°
326°
HERRO
BT
382

ELEV 234
402±
0.8% DOWN
11758X200
0.5% UP
3615
TDZE
177
35
352° 6.1 NM from FAF
REIL 17 L
HIRL Rwy 17-35 L



CATEGORY	A	B	C	D	E
S-ILS 35	377-½ 200 (200-½)				
S-LOC 35	580-½ 403 (400-½)		580-¾ 403 (400-¾)		580-1 403 (400-1)
CIRCLING	680-1 446 (500-1)	720-1 486 (500-1)	720-1½ 486 (500-1½)	800-2 566 (600-2)	980-2¾ 746 (800-2¾)

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	11758
CH 40402	172°	TDZE	234
W17A		Apt Elev	234

RNAV (GPS) RWY 17

PLATTSBURGH INTL (PBG)

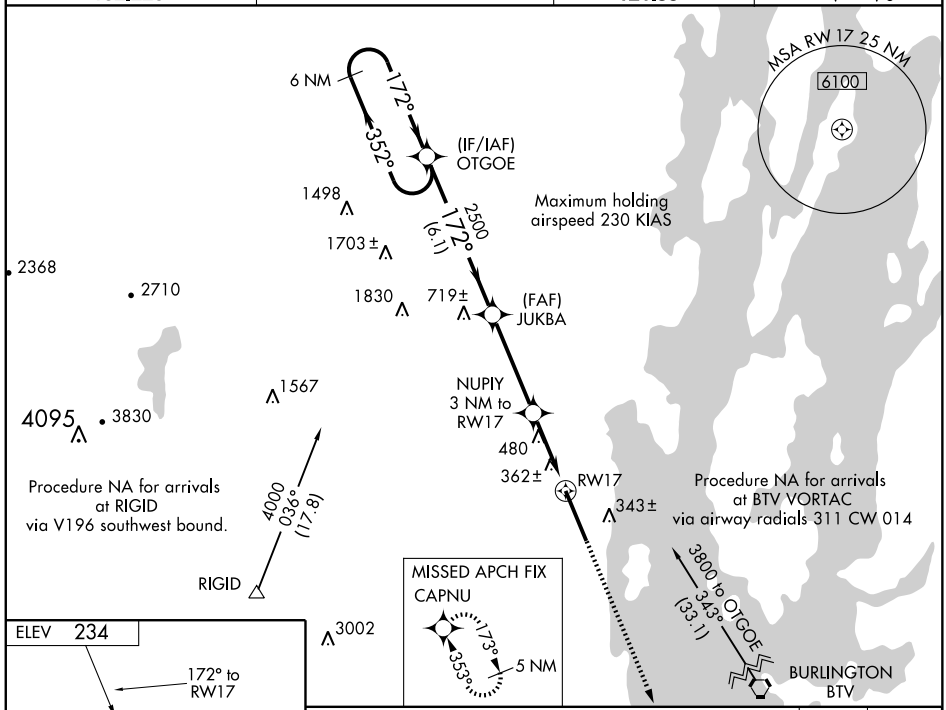
When local altimeter setting not received, use Burlington Intl altimeter setting and increase LPV DA to 615, LNAV/VNAV DA to 794, and all MDAs 60 feet. VDP NA when using Burlington Intl altimeter setting. For inoperative ALSF, increase LPV all cats and LNAV Cats A/B visibilities ¼ mile, and LNAV/VNAV and LNAV Cat E visibilities ½ mile. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

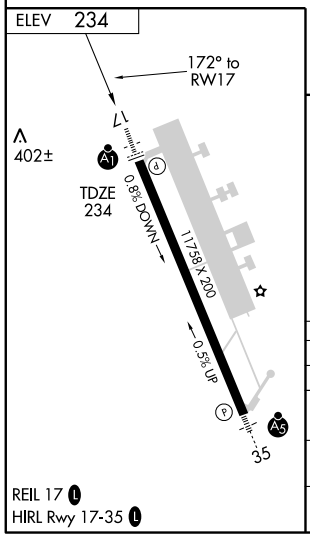
T NA W

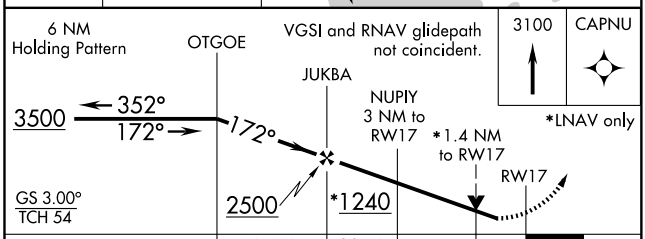
ALSF-1 A1

MISSED APPROACH: Climb to 3100 direct CAPNU and hold.

ASOS	BURLINGTON APP CON★	CLNC DEL	UNICOM
132.225	121.1 278.8	121.85	122.7 (CTAF) L







CATEGORY	A	B	C	D	E
LPV DA	561-¾ 327 (400-¾)				
LNAV/VNAV DA	706-1¼ 472 (500-1¼)				
LNAV MDA	740-¾ 506 (600-¾)		740-1 506 (600-1)		740-1¼ 506 (600-1¼)
CIRCLING	740-1 506 (600-1)		740-1½ 506 (600-1½)	800-2 566 (600-2)	980-2¾ 746 (800-2¾)

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	11758
CH 78003	353°	TDZE	177
W35A		Apt Elev	234

RNAV (GPS) RWY 35

PLATTSBURGH INTL (PBG)

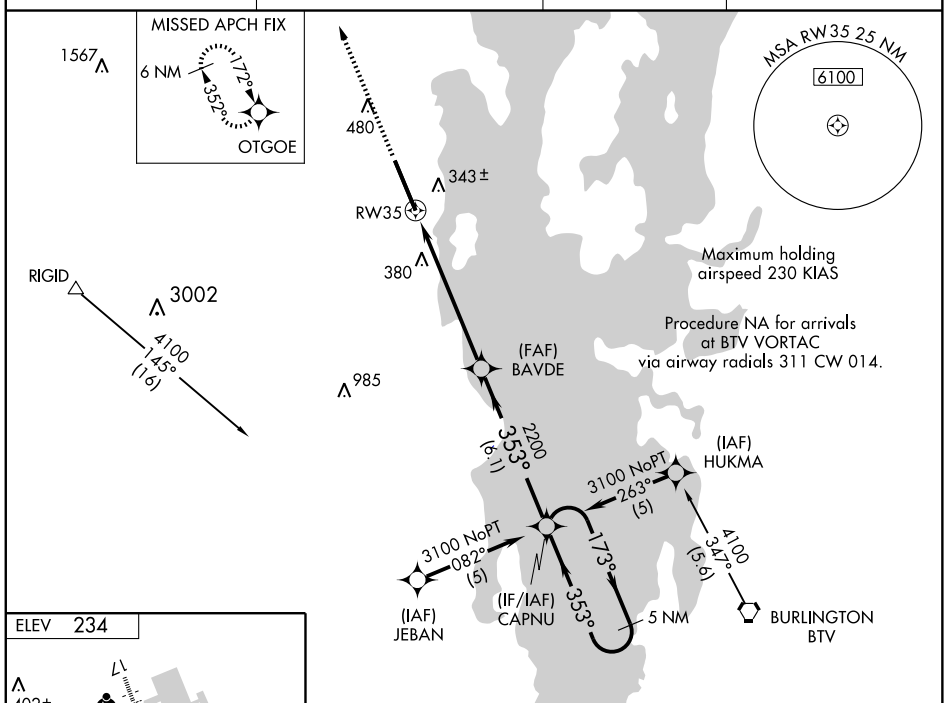
T A NA W

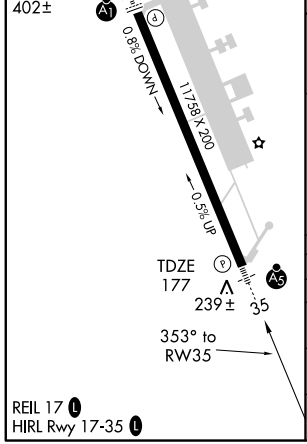
When local altimeter setting not received, use Burlington Intl altimeter setting and increase LPV DA to 481, LNAV/VNAV DA to 591, and all MDAs 60 feet. VDP NA when using Burlington Intl altimeter setting. For inoperative MALSR, increase LPV all Cats and LNAV/VNAV and LNAV Cat E visibilities ½ mile. Baro-VNAV NA. DME/DME RNP-0.3 NA.

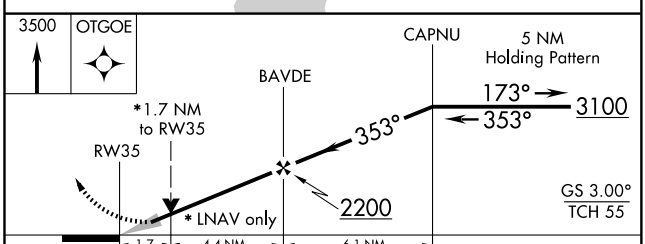
MALSR

MISSED APPROACH: Climb to 3500 direct OTGOE and hold.

ASOS	BURLINGTON APP CON★	CLNC DEL	UNICOM
132.225	121.1 278.8	121.85	122.7 (CTAF) L







CATEGORY	A	B	C	D	E
LPV DA	427-½ 250 (200-½)				
LNAV/ VNAV DA	537-¾ 360 (400-¾)				
LNAV MDA	700-½ 523 (500-½)		700-1 523 (500-1)	700-1¼ 523 (500-1¼)	
CIRCLING	700-1 466 (500-1)	720-1 486 (500-1)	720-1½ 486 (500-1½)	800-2 566 (600-2)	980-2¾ 746 (800-2¾)

NE-2, 14 JAN 2010 to 11 FEB 2010

VORTAC PLB 116.9 Chan 116	APP CRS 332°	Rwy Idg 11758 TDZE 177 Apt Elev 235

VOR/DME RWY 35

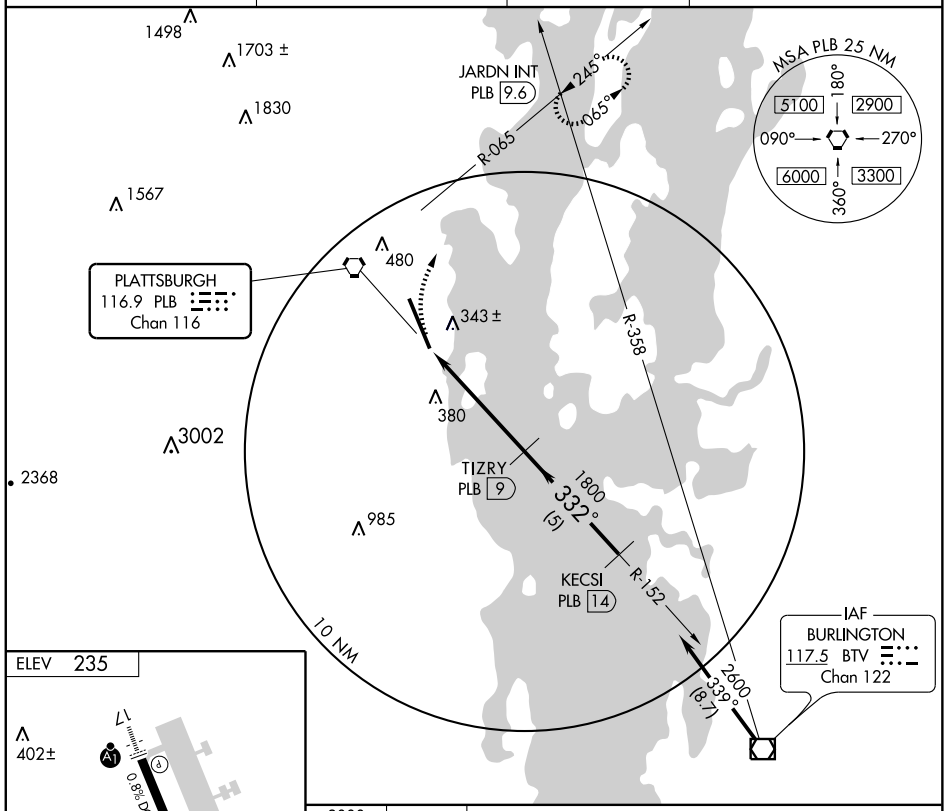
PLATTSBURGH INTL (PBG)

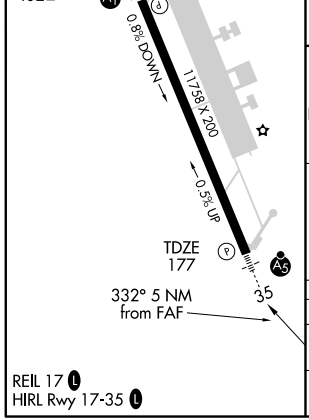
NA — When local altimeter setting not received, use Burlington Intl altimeter setting and increase all MDAs 60 feet. Inoperative table does not apply. Visibility reduction by helicopters NA.

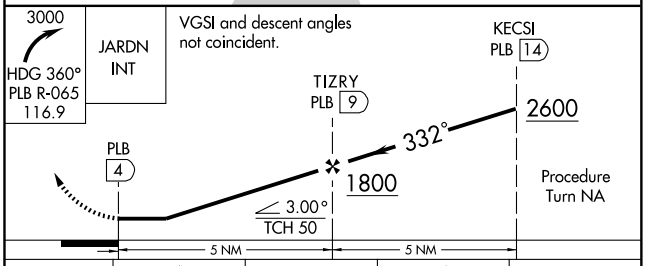
MALSR

MISSED APPROACH: Climbing right turn to 3000 via heading 360° and PLB R-065 to JARDN Int/PLB 9.6 DME and hold.

ASOS	BURLINGTON APP CON ★	CLNC DEL	UNICOM
132.225	121.1 278.8	121.85	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-35	640-1 463 (500-1)		640-1¼ 463 (500-1¼)	640-1½ 463 (500-1½)
CIRCLING	700-1 465 (500-1)		720-1½ 485 (500-1½)	800-2 565 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

NDB PTD 400	APP CRS 235°	Rwy Idg 3705 TDZE 474 Apt Elev 474

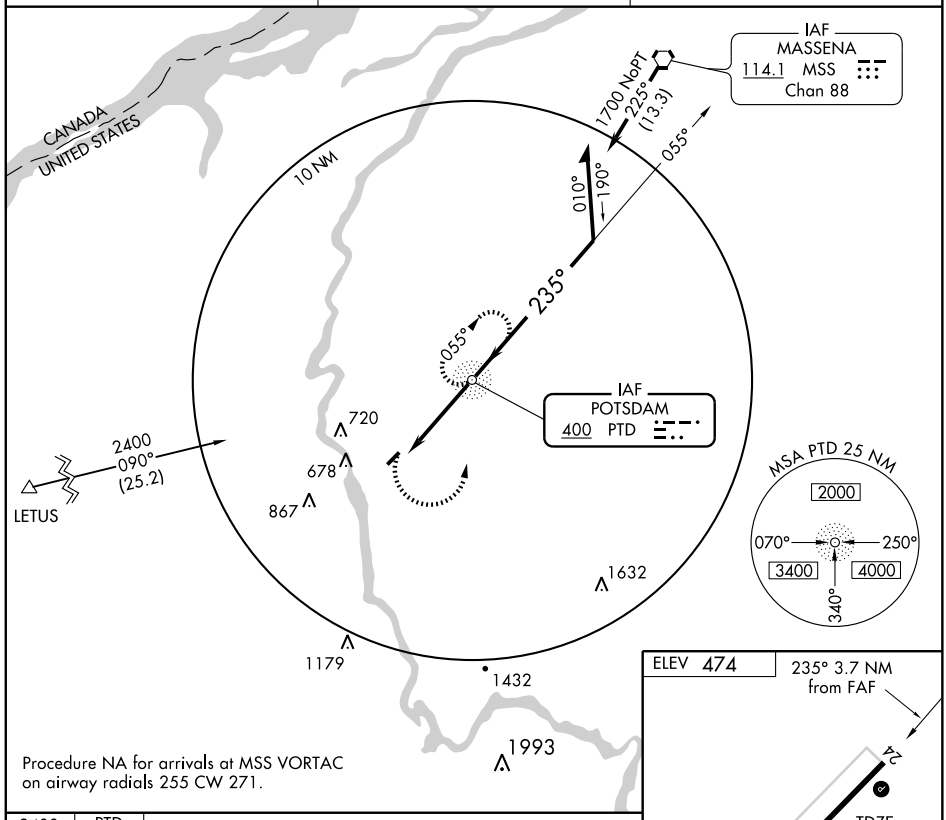
NDB RWY 24

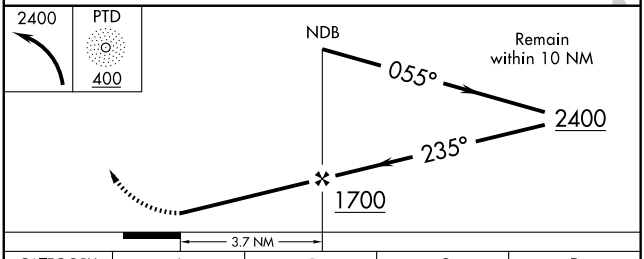
POTSDAM MUNI (DAMON FIELD) (PTD)

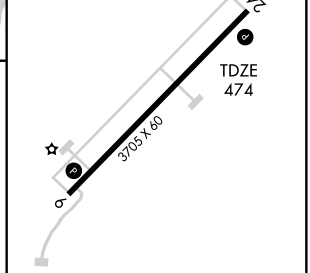
T NA If local altimeter setting not received, use Massena Intl-Richards Field altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 2400 direct PTD NDB and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.325	135.25 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-24	920-1 446 (500-1)		920-1¼ 446 (500-1¼)	NA
CIRCLING	920-1 446 (500-1)	1040-1 566 (600-1)	1040-1½ 566 (600-1½)	NA

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3705
238°	TDZE	474
	Apt Elev	474

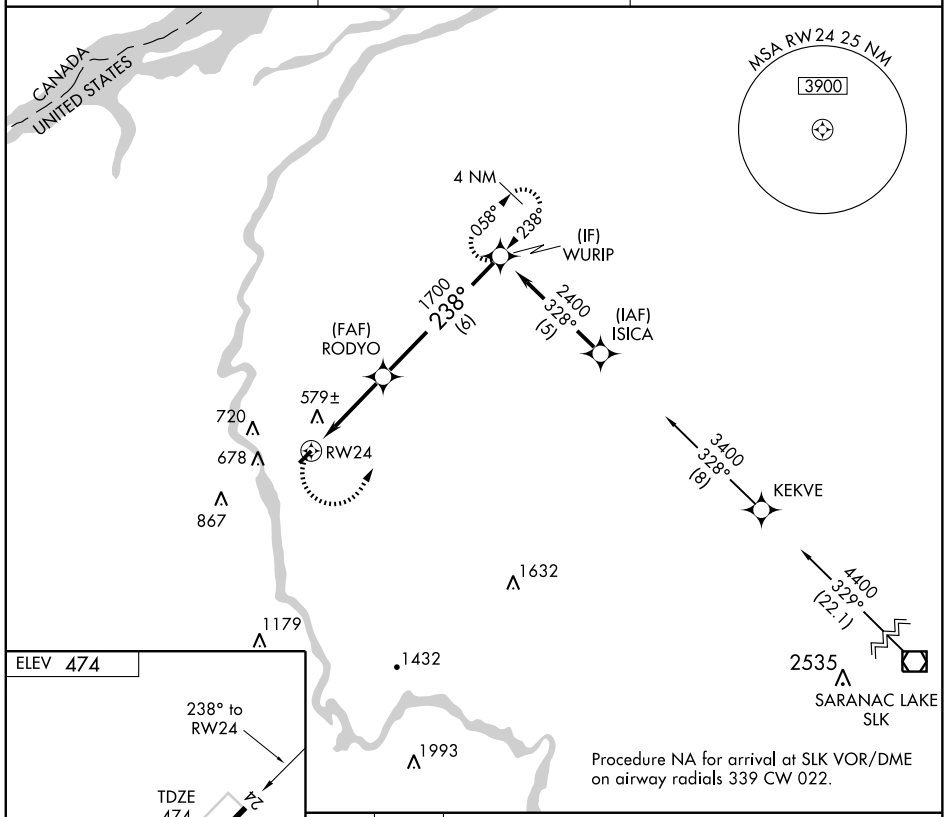
RNAV (GPS) RWY 24

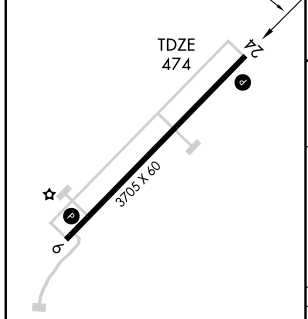
POTSDAM MUNI (DAMON FIELD) (PTD)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Massena Intl-Richards Field altimeter setting and increase all MDAs 80 feet.

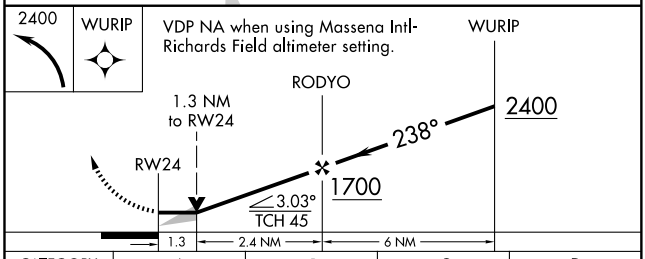
MISSED APPROACH: Climbing left turn to 2400 direct WURIP and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.325	135.25 377.1	122.8 (CTAF) L





REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L



CATEGORY	A	B	C	D
LNAV MDA	880-1 406 (500-1)		880-1¼ 406 (500-1¼)	NA
CIRCLING	880-1 406 (500-1)	1040-1 566 (600-1)	1040-1½ 566 (600-1½)	NA

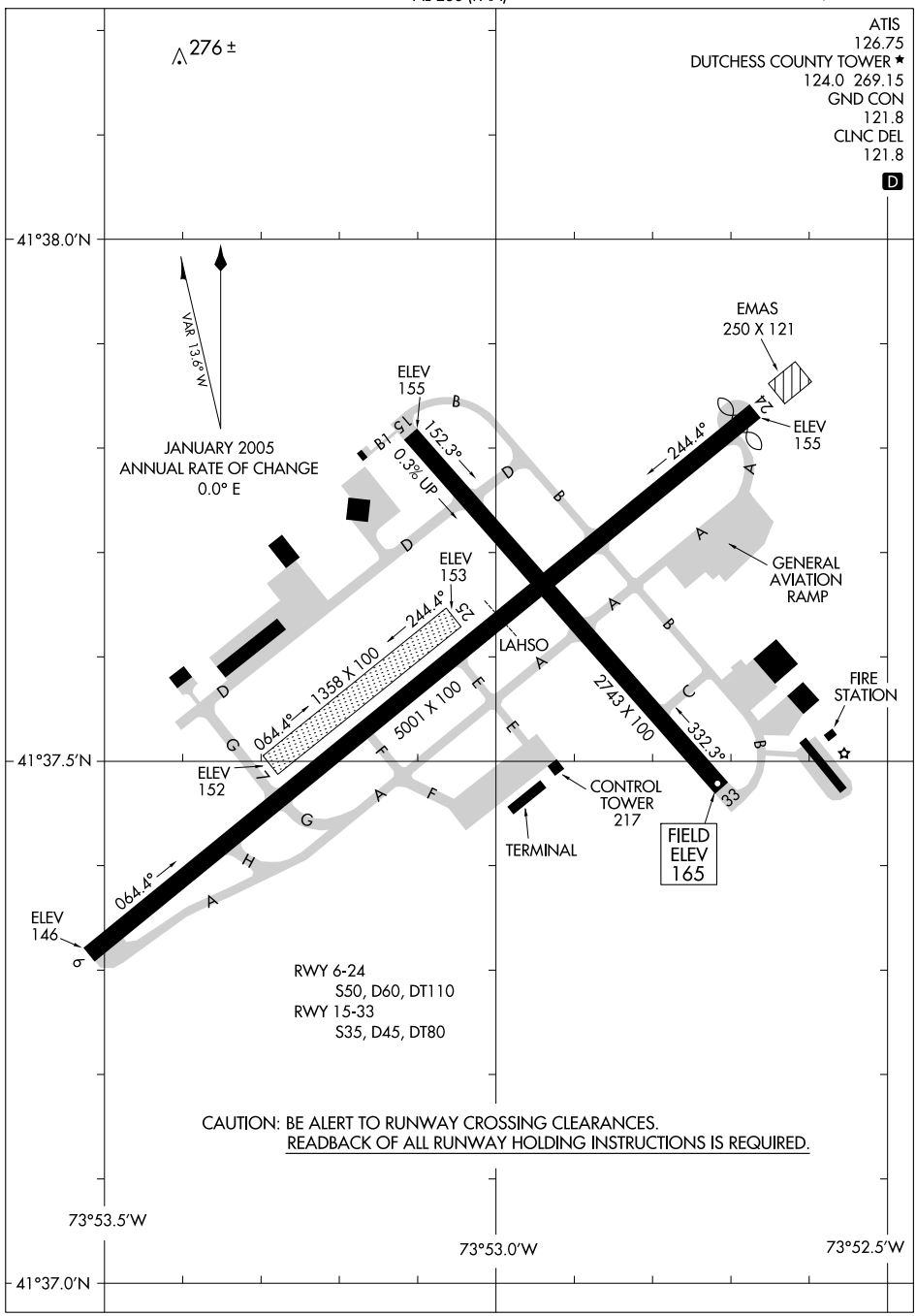
NE-2, 14 JAN 2010 to 11 FEB 2010

09015

AIRPORT DIAGRAM

AL-286 (FAA)

POUGHKEEPSIE/ DUTCHESS COUNTY (POU)
POUGHKEEPSIE, NEW YORK



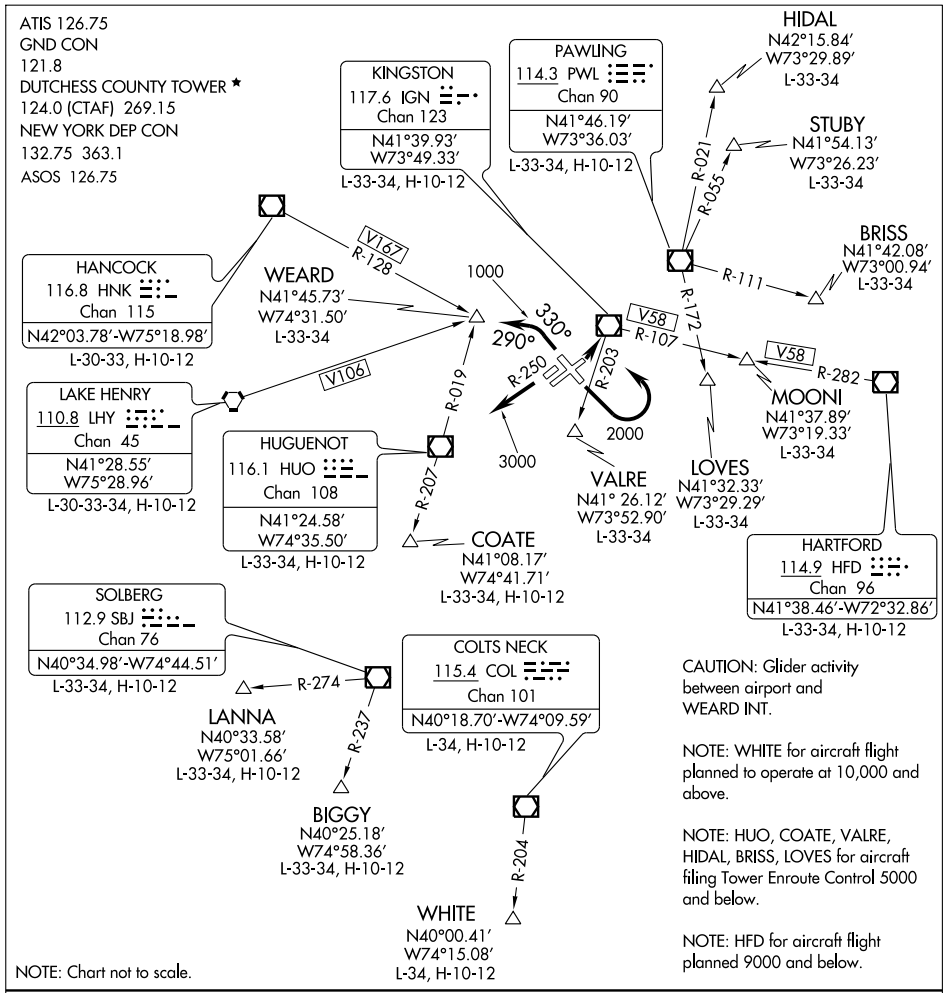
NE-2, 14 JAN 2010 to 11 FEB 2010

DUTCHESS FOUR DEPARTURE

SL-286 (FAA)

POUGHKEEPSIE/ DUTCHESS COUNTY (POU)

POUGHKEEPSIE, NEW YORK



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climb direct to IGN VOR/DME, maintain 3000′. Thence. . . .

TAKE-OFF RUNWAY 15: Climb on runway heading, leaving 2000′, turn left direct IGN VOR/DME, maintain 3000′. Thence. . . .

TAKE-OFF RUNWAY 24: Climb on IGN VOR/DME R-250, maintain 3000′. Thence. . . .

TAKE-OFF RUNWAY 33: Climb on heading 330°, leaving 1000′ turn left heading 290°, maintain 3000′. Thence. . . .

. . . . Via vectors to assigned Route/Fix/NAVAID. Expect clearance to filed altitude 10 minutes after departure.

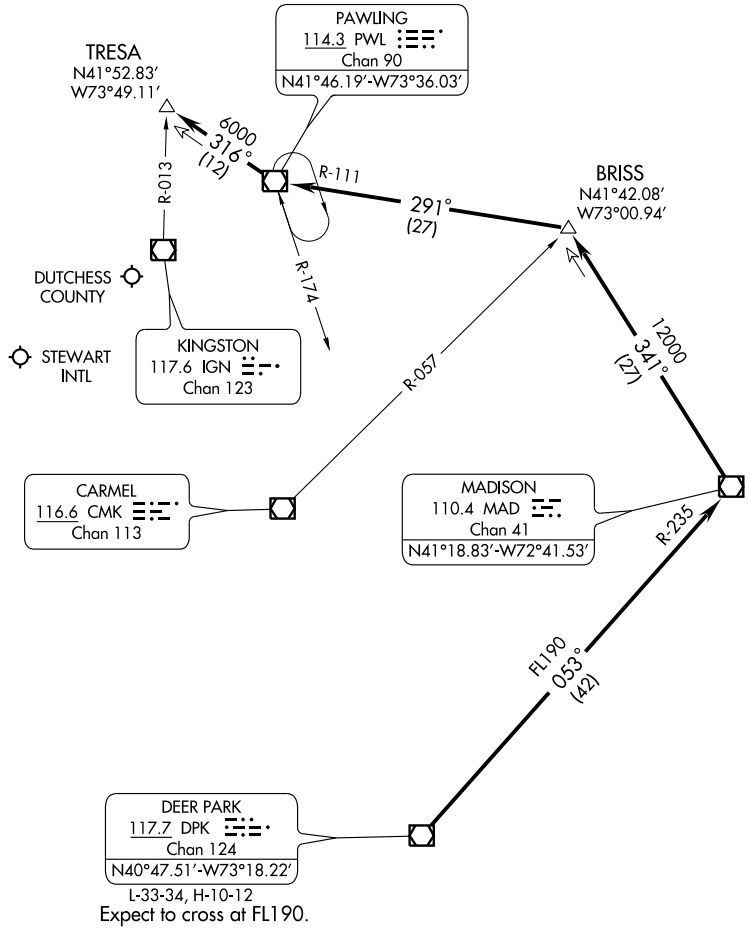
LOST COMMUNICATIONS: If radio contact is not established/lost for two minutes after departing, proceed on course and climb to 5000 feet. Ten minutes after departure, climb to requested altitude/flight level.

NE-2, 14 JAN 2010 to 11 FEB 2010

HUDSON ONE ARRIVAL

NEWBURGH, NEW YORK

NEW YORK APP CON
132.75 363.1
STEWART INTL ATIS
124.575
DUTCHESS COUNTY ATIS
126.75



NOTE: Chart not to scale.

. . . . From over DPK VOR/DME via DPK R-053 and MAD R-235 to MAD VOR/DME, then via MAD R-341 to BRISS INT, then via PWL R-111 to PWL VOR/DME, then via PWL R-316 to TRESA INT. Expect RADAR vectors to final approach course.

LOC I-POU	APP CRS	Rwy Idg	5001
111.3	063°	TDZE	156
		Apt Elev	165

ILS or LOC RWY 6

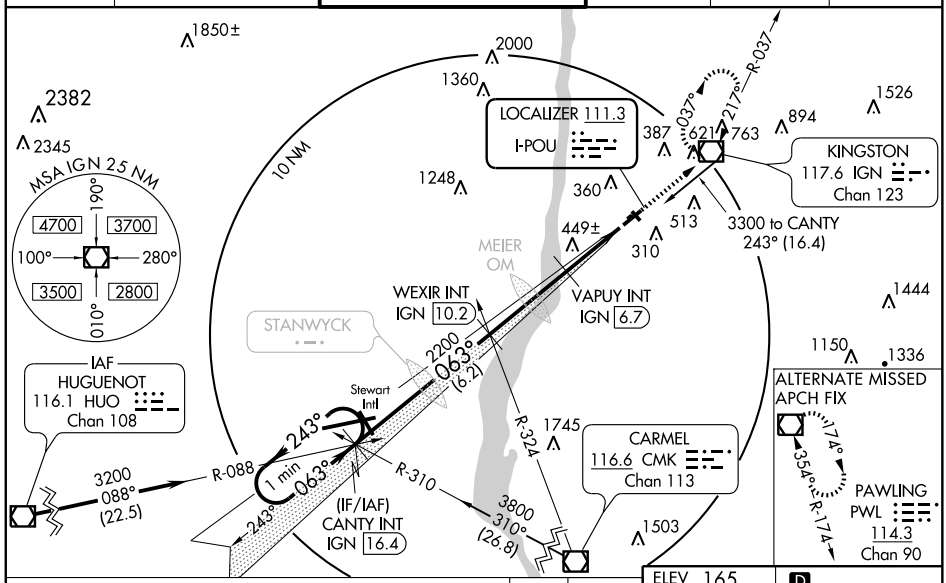
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

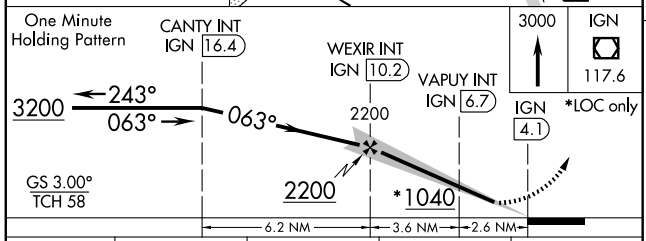
T NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase DA 71 feet and MDA 80 feet, increase VAPUY fix minimums: S-LOC 6 Cat D and circling Cat B, C, and D visibility ¼ mile. Inoperative table does not apply to S-ILS 6 all Cats and S-LOC 6 Cats A, B and VAPUY fix minimums S-LOC 6 Cats A, B. For inoperative MALSR, increase VAPUY fix minimums S-LOC 6 Cat C visibility to 1¼ mile. For inoperative MALSR, when using Montgomery altimeter setting, increase S-ILS 6 all Cats visibility to 1¼. ** DME from IGN VOR/DME.

MALSR

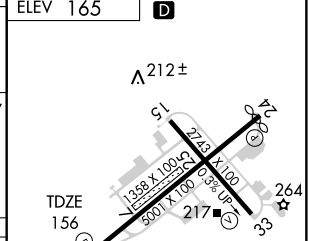
MISSED APPROACH: Climb to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	DUTCHESS COUNTY TOWER *	GND CON	CLNC DEL	UNICOM
126.75	132.75 363.1	124.0 (CTAF) L 269.15	121.8	121.8	122.95





CATEGORY	A	B	C	D
S-ILS 6	469-1 313 (400-1)			
S-LOC 6	1040-1 884 (900-1)		1040-2¼ 884 (900-2¼)	1040-2½ 884 (900-2½)
CIRCLING	1040-1¼ 875 (900-1¼)		1040-2¾ 875 (900-2¾)	1040-3 875 (900-3)
VAPUY FIX MINIMUMS**				
S-LOC 6	640-1 484 (500-1)			
CIRCLING	760-1 595 (600-1)	840-1 675 (700-1)	840-2 675 (700-2)	840-2¼ 675 (700-2¼)



MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L

FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5001
CH 42910	063°	TDZE	156
W06A		Apt Elev	165

RNAV (GPS) RWY 6

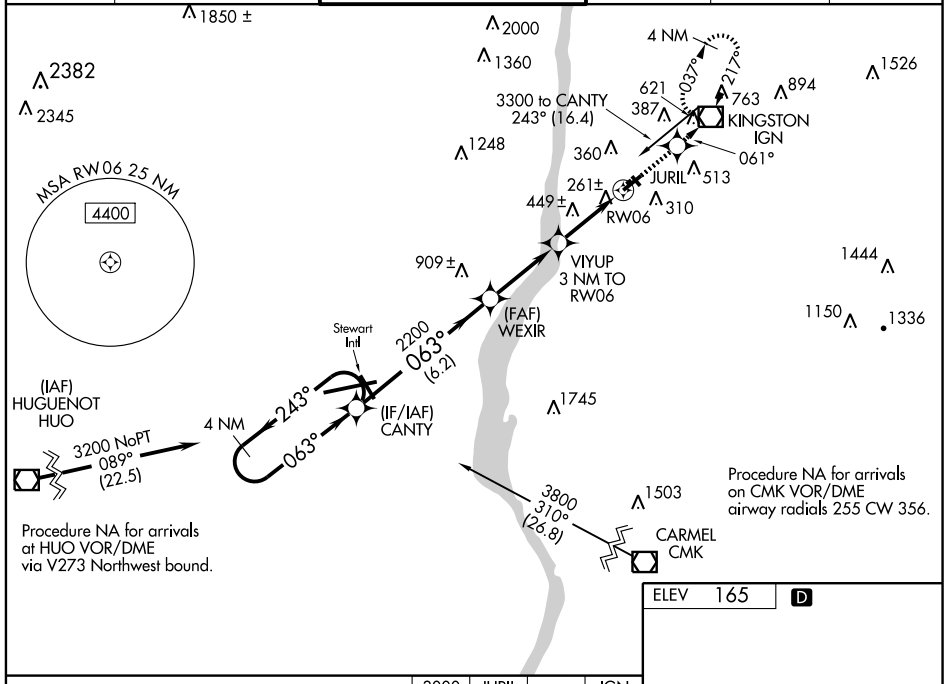
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

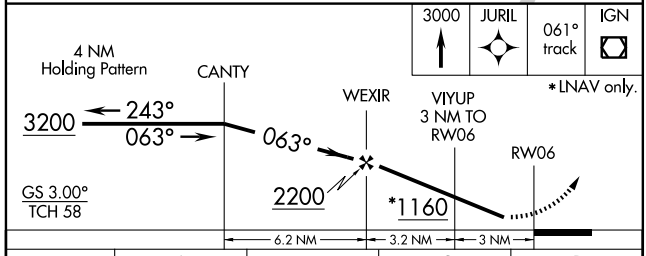
Inoperative table does not apply to LNAV Cats A and B. Baro-VNAV NA when using Montgomery altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all DA 71 feet and MDA 80 feet, and increase LNAV/VNAV all Cat, LNAV Cats C, D and Circling Cat B, C, D visibility ¼ mile. For inoperative MALSR, when using Montgomery altimeter setting, increase LPV all Cats visibility to 1 ½ mile.

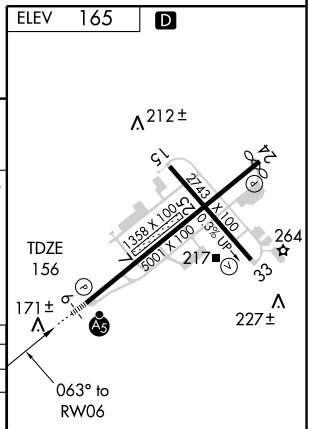
MALSR

MISSED APPROACH: Climb to 3000 direct JURIL and via 061° track to IGN VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	DUTCHESS COUNTY TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	132.75 363.1	124.0 (CTAF) L 269.15	121.8	121.8	122.95







CATEGORY	A	B	C	D
LPV DA	503-1 347 (400-1)			
LNAV/VNAV DA	738-1½ 582 (600-1½)			
LNAV MDA	740-1 584 (600-1)			740-1 ¼ 584 (600-1¼)
CIRCLING	760-1 595 (600-1)	840-1 675 (700-1)	840-2 675 (700-1)	840-2¼ 675 (700-2¼)

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4888
243°	TDZE	157
	Apt Elev	165

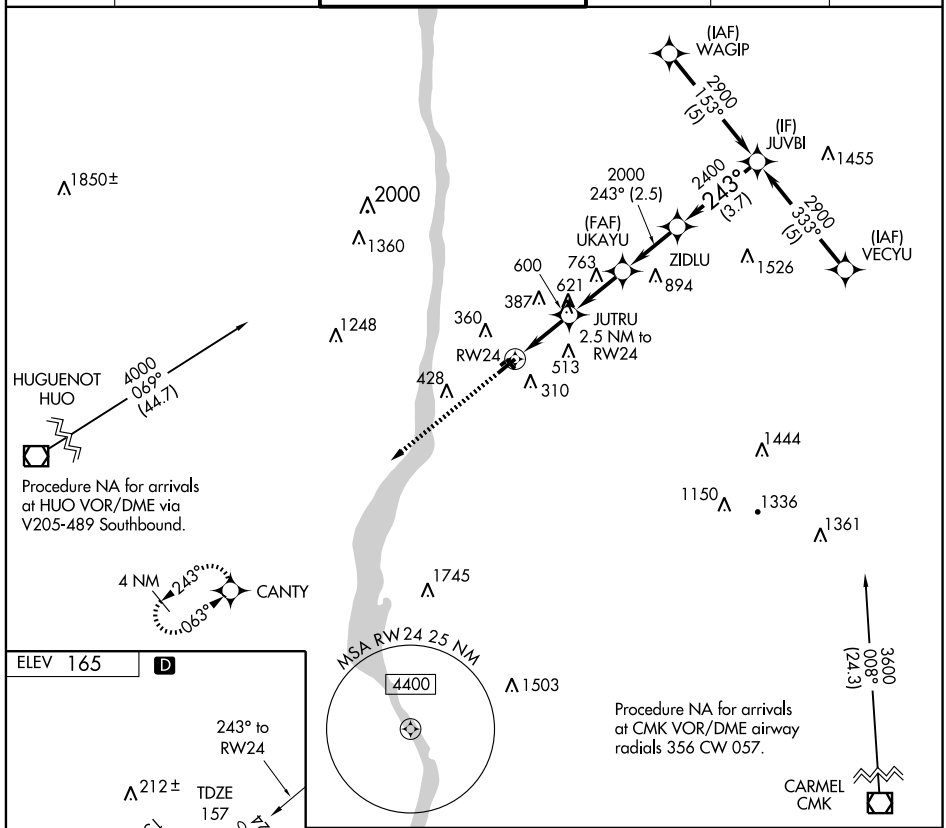
RNAV (GPS) RWY 24

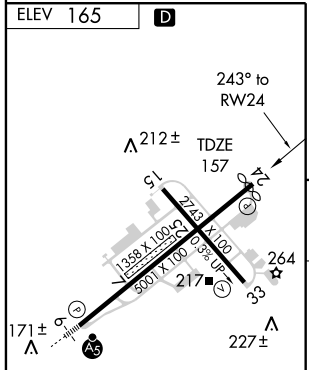
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

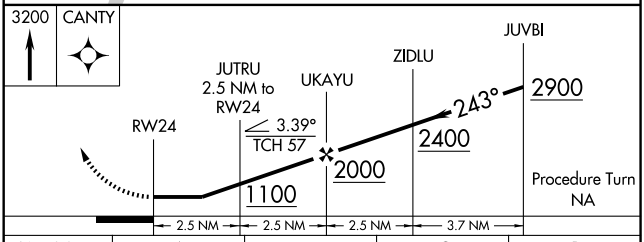
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, and LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct CANTY and hold.

ATIS	NEW YORK APP CON	DUTCHESS COUNTY TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	132.75 363.1	124.0 (CTAF) L 269.15	121.8	121.8	122.95



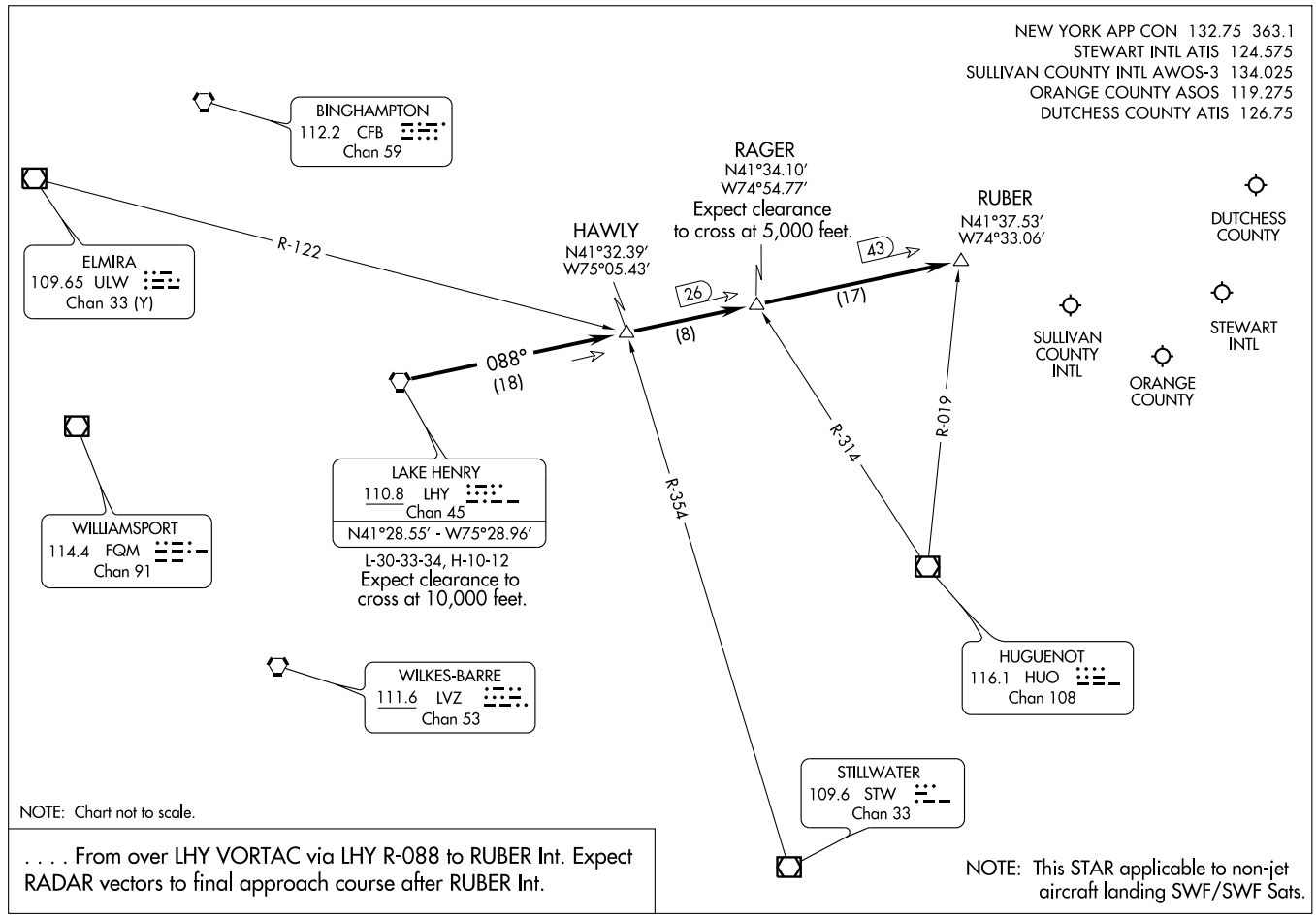




CATEGORY	A	B	C	D
LNAV MDA	900-1 743 (800-1)	900-1¼ 743 (800-1¼)	900-2¼ 743 (800-2¼)	900-2½ 743 (800-2½)
CIRCLING	900-1 735 (800-1)	900-1¼ 735 (800-1¼)	900-2¼ 735 (800-2¼)	900-2½ 735 (800-2½)

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L

NE-2. 14 JAN 2010 to 11 FEB 2010



RUBER ONE ARRIVAL (RUBER.RUBER1) 08045

ST-450 (FAA)

NEWBURGH, NEW YORK

VOR/DME IGN	APP CRS	Rwy Idg	N/A
117.6	242°	TDZE	N/A
Chan 123		Apt Elev	165

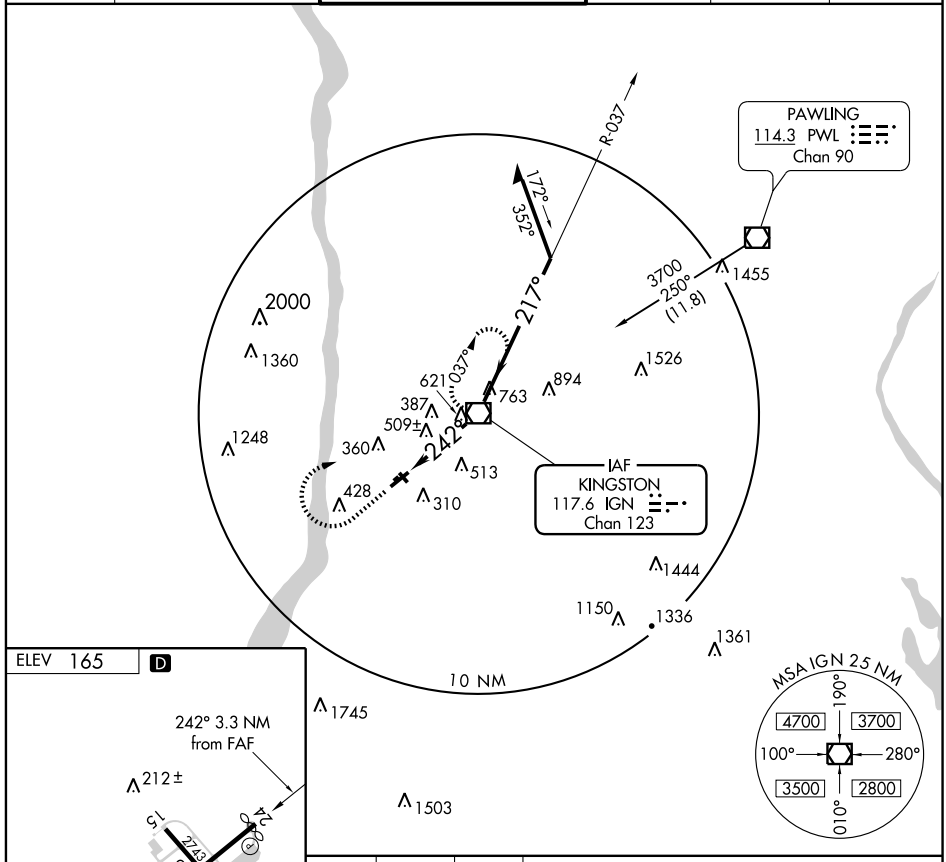
VOR-A

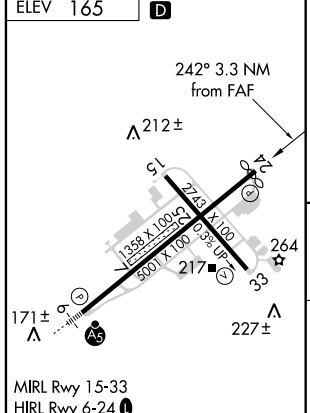
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet.

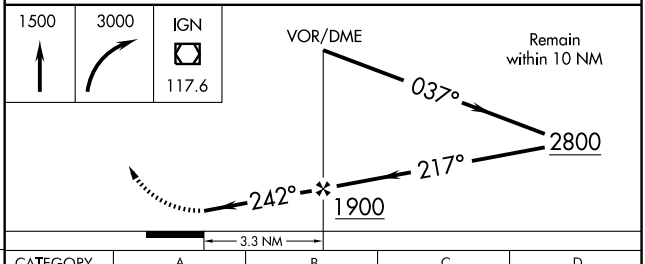
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	DUTCHESS COUNTY TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	132.75 363.1	124.0 (CTAF) L 269.15	121.8	121.8	122.95





MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L



FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

CATEGORY	A	B	C	D
CIRCLING	760-1 595 (600-1)	840-1 675 (700-1)	840-2 675 (700-2)	840-2¼ 675 (700-2¼)

NE-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME IGN	APP CRS	Rwy Idg	5001
117.6	062°	TDZE	156
Chan 123		Apt Elev	165

VOR/DME RWY 6

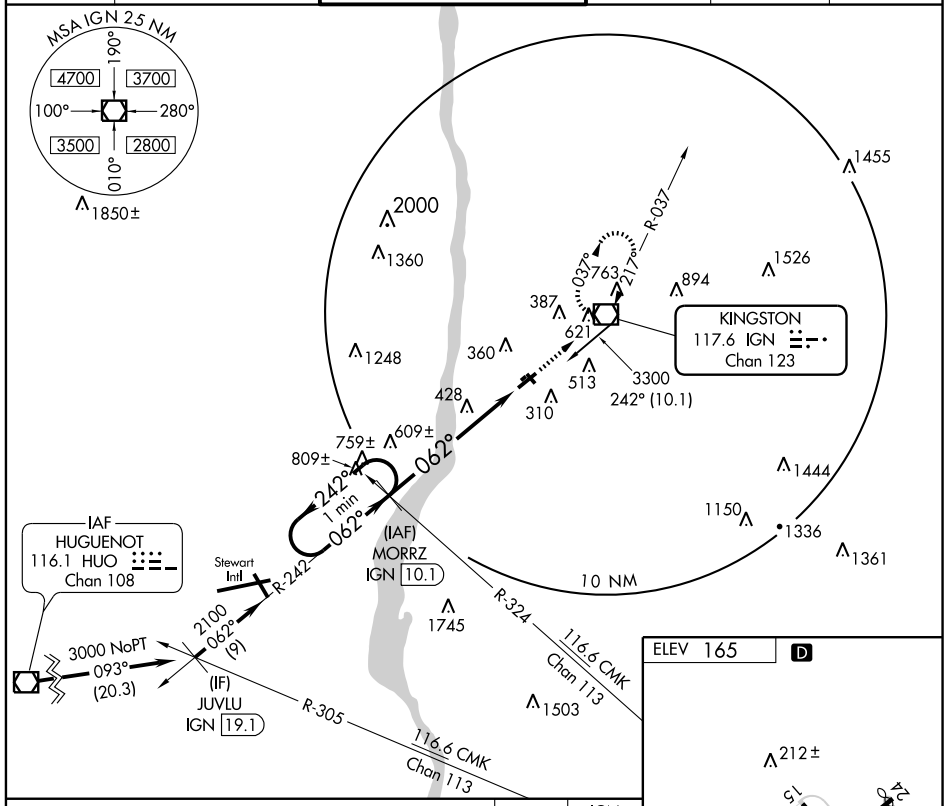
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

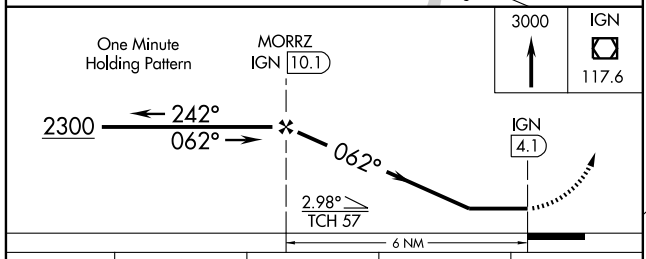
T A Inoperative table does not apply to Cats A, B. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, increase S-6 Cats C, D and Circling Cats B, C, D visibility ¼ mile.

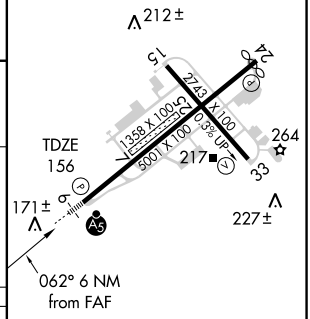
MALSR

MISSED APPROACH: Climb to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	DUTCHESS COUNTY TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	132.75 363.1	124.0 (CTAF) L 269.15	121.8	121.8	122.95







CATEGORY	A	B	C	D
S-6	860-1	704 (700-1)	860-1½ 704 (700-1½)	860-1¾ 704 (700-1¾)
CIRCLING	860-1	695 (700-1)	860-2 695 (700-2)	860-2¼ 695 (700-2¼)

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME IGN	APP CRS	Rwy Idg	4888
117.6	242°	TDZE	157
Chan 123		Apt Elev	165

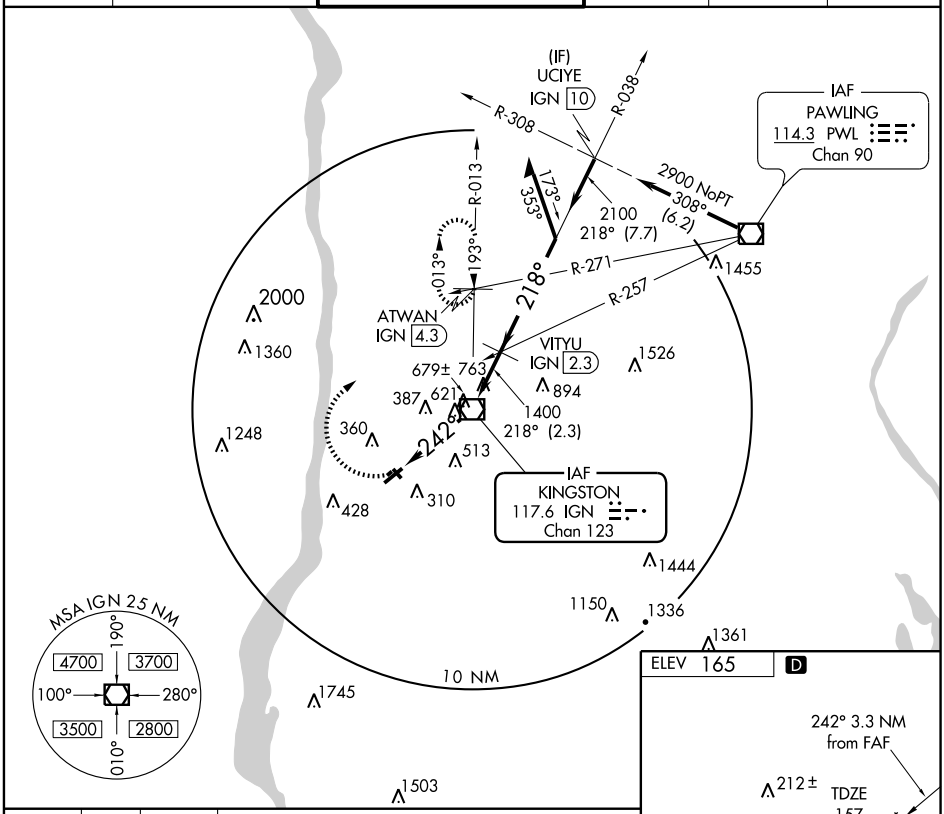
VOR/DME RWY 24

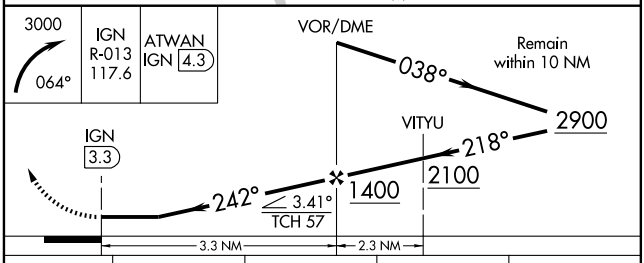
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

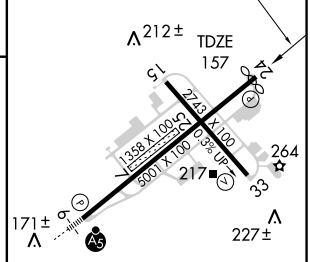
Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, S-24 and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 via heading 064° and IGN VOR/DME R-013 to ATWAN/ 4.3 DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	DUTCHESS COUNTY TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	132.75 363.1	124.0 (CTAF) L 269.15	121.8	121.8	122.95







CATEGORY	A	B	C	D
S-24	940-1 783 (800-1)	940-1¼ 783 (800-1¼)	940-2¼ 783 (800-1¼)	940-2½ 783 (800-2½)
CIRCLING	940-1 775 (800-1)	940-1¼ 775 (800-1¼)	940-2¼ 775 (800-2¼)	940-2½ 775 (800-2½)

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L

NE-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME IGN	APP CRS	Rwy Idg	2664
117.6	010°	TDZE	323
Chan 123		Apt Elev	323

VOR or GPS RWY 1

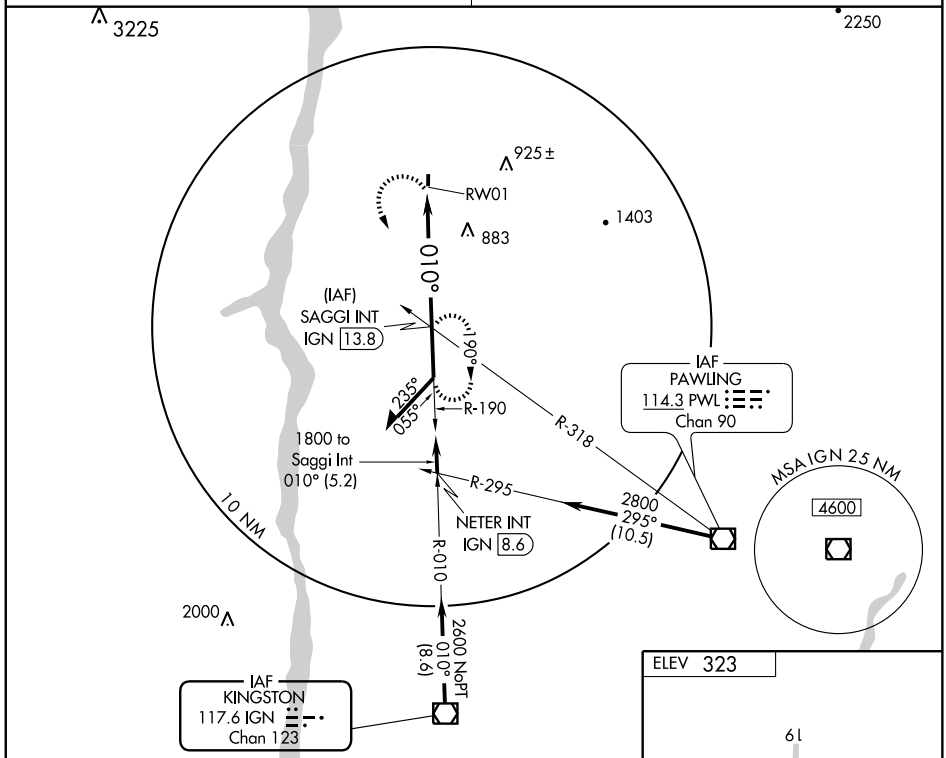
RED HOOK / SKY PARK (46N)

NA

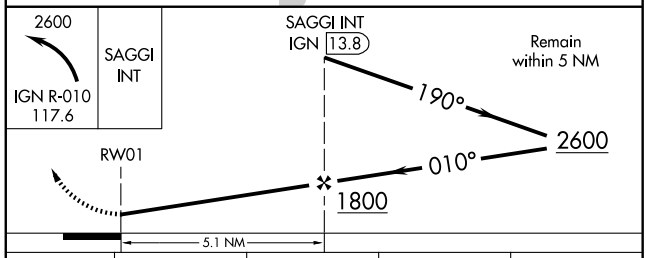
Use Poughkeepsie, NY altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 via IGN R-010 to SAGGI Int/13.8 DME and hold.

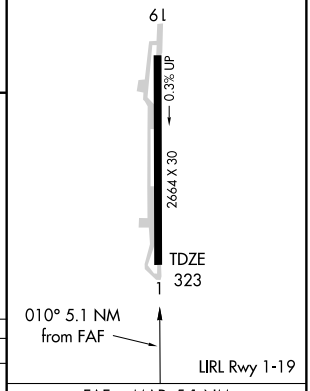
NEW YORK APP CON	CTAF
132.75 363.1	122.9



Final approach from Saggi Int holding pattern not authorized. Procedure turn required.



CATEGORY	A	B	C	D
S-1	1340-1¼ 1017 (1100-1¼)	NA		
CIRCLING	1340-1¼ 1017 (1100-1¼)	NA		



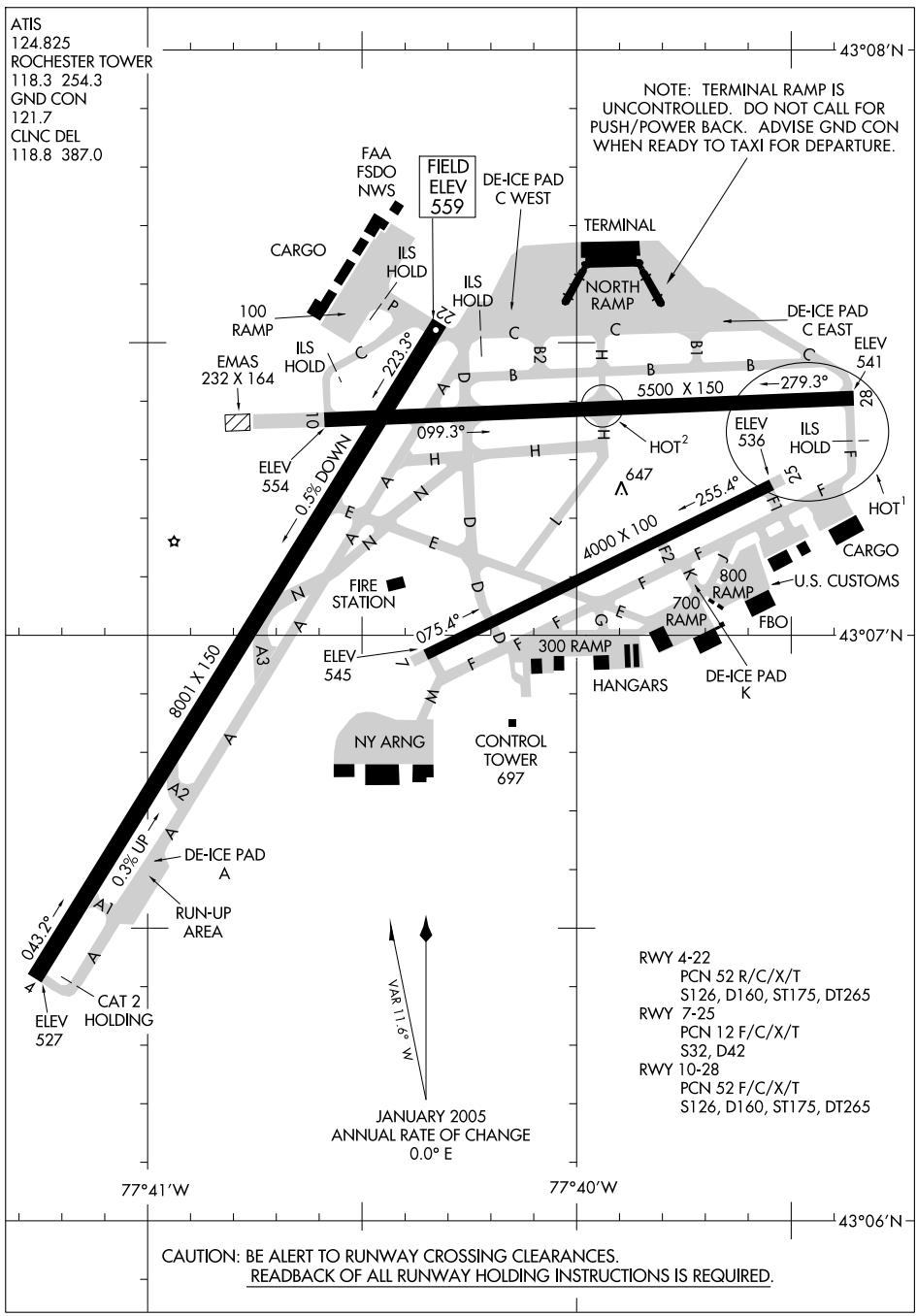
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-351 (FAA)

ROCHESTER/GREATER ROCHESTER INTL (ROC)
ROCHESTER, NEW YORK



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-MCU	APP CRS	Rwy Idg	8001
110.7	044°	TDZE	535
		Apt Elev	559

ILS or LOC RWY 4

ROCHESTER / GREATER ROCHESTER INTL (ROC)

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 135° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

GENESEO 108.2 GEE Chan 19
153° 333° R-153
ALTERNATE MISSED APCH FIX

LOCALIZER 110.7 I-MCU

10 NM

1135 836 695 1000 757 1030± 096° 276° R-096 671 IM MM 780 631± 677 820 935 684

GEE R-033

LOM BREIT 400 RO ROC 5.3

WORIS INT ROC 5.3

ROCHESTER 110.0 ROC Chan 37

2000 044° (8) R-008

(IF) FEPUG INT ROC 13.3

R-331 224° 2600 331° (7.3)

ROC R-225

1942

IAF GENESEO 108.2 GEE Chan 19

MSA ROC 25 NM
2600
090° 270°
3600

Procedure NA for arrivals at GEE VOR/DME via airway radials 287 CW 018.

ELEV 559 641 655 643 611 628 647 617 697

22 10 28 5

5500 X 150 8001 X 150 4000 X 100

0.5% DOWN 0.3% UP

TDZE 535

044° 4.4 NM from FAF

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

FEPUG INT ROC 13.3 2600 044° Procedure Turn NA GS 3.00° TCH 56

WORIS INT ROC 5.3 2000 2000

1100 3000 HDG 135° ROC R-096 110.0 RO 400

MM IM ROC 0.9

8 NM 4 NM 0.2 0.2

CATEGORY	A	B	C	D
S-ILS 4	735/18 200 (200-½)			
S-LOC 4	920/24 385 (400-½)			920/40 385 (400-¾)
CIRCLING	1060-1 501 (600-1)		1060-1½ 501 (600-1½)	1240-2¼ 681 (700-2¼)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-MWD	APP CRS	Rwy Idg	8001
110.7	222°	TDZE	559
		Apt Elev	559

ILS or LOC RWY 22

ROCHESTER / GREATER ROCHESTER INTL (ROC)

ADF REQUIRED.
When R-5203 active hold in lieu not authorized.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

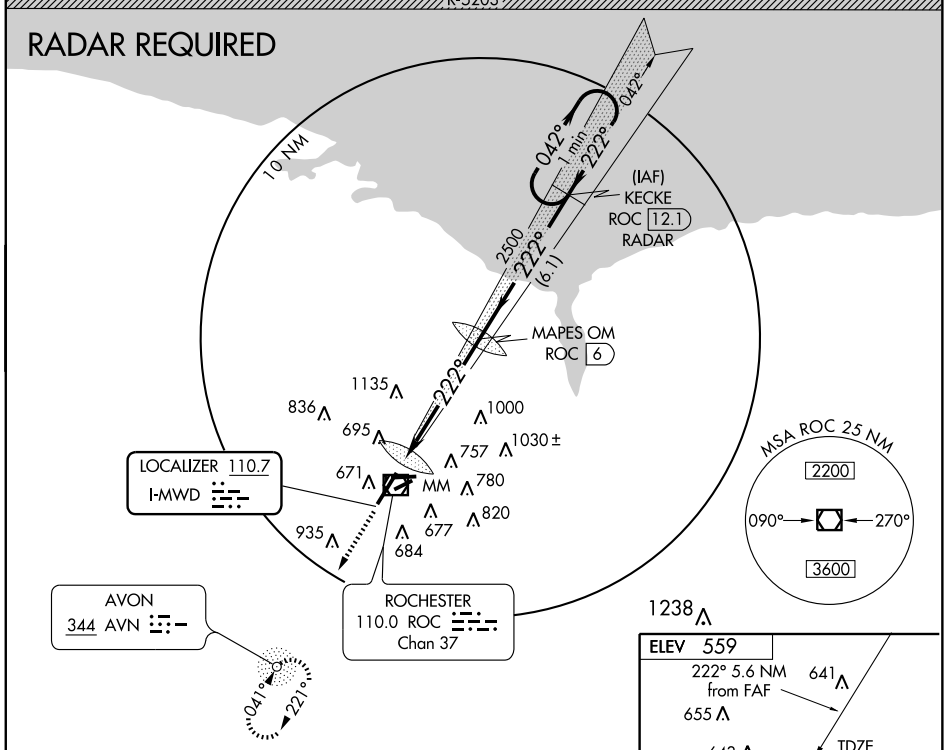
MALSR

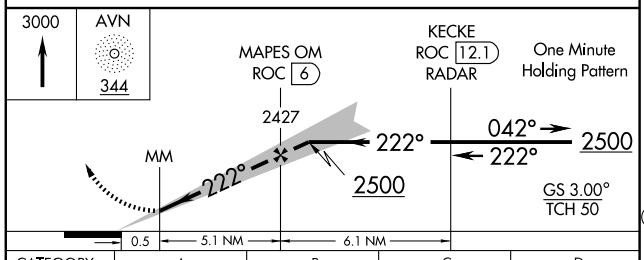
MISSED APPROACH: Climb to 3000 direct AVN NDB and hold.

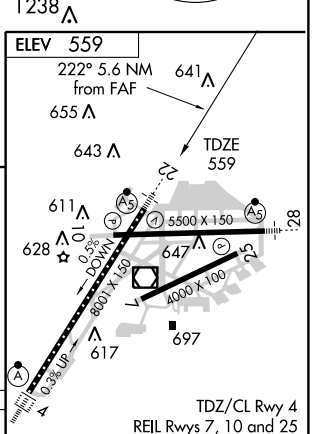
ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

R-5203

RADAR REQUIRED







TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

CATEGORY	A	B	C	D
S-ILS 22	*759/24 200 (200-½)			
S-LOC 22	1000/24 441 (500-½)		1000/40 441 (500-¾)	1000/50 441 (500-1)
CIRCLING	1060-1 501 (600-1)		1060-1½ 501 (600-1½)	1240-2¼ 681 (700-2¼)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-ROC	APP CRS	Rwy Idg / TDZE / Apt Elev
109.5	278°	5500 / 548 / 559

ILS or LOC RWY 28

ROCHESTER / GREATER ROCHESTER INTL (ROC)

Inoperative table does not apply to S-ILS 28 all Cats. and S-LOC 28 Cats. A and B.
Visibility reduction by helicopters NA.
Multiple unshielded lights in final approach area.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 230° and ROC VOR/DME R-268 to MONCK INT/ROC 10 DME and hold.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

ALTERNATE MISSED APCH FIX
143°
323°
R-143
GENESEO
108.2 GEE
Chan 19

10 NM

LOCALIZER 109.5
I-ROC

(IF)
BILAW INT
ROC 13.4
RADAR

2300
LORTH to BILAW
323° (0.3)
and LOC (2.0)

(ZEXOX)

BREIT LOM

1135
836
695
1000
1030±
757
671
677
780
684
820
935
2100
278°
098°
(8)
ROC
R-098

MONCK
ROC 10
GEE 16.1
R-268
088°
268°
R-343
108.2 GEE
Chan 19

SUUSA INT
ROC 5.4
RADAR

(IAF)
LORTH
ROC 15.6

Procedure NA for arrivals at LORTH via V2 Eastbound.

ROCHESTER
110.0 ROC
Chan 37

R-034
R-051
1238

MSA ROC 25 NM
2600
090°
270°
3600

108.2 GEE Chan 19
108.2 GEE Chan 19

ELEV 559
641
655
643
611
628
TDZE
548
22
10
28
25
5500 X 150
4000 X 100
0.5% DOWN
800 X 150
647
697
617
278° 4.7 NM from FAF
0.38% UP

2000
3000
HDG 230°
ROC R-268
110.0
MONCK

SUUSA INT
ROC 5.4
RADAR

BILAW INT
ROC 13.4
RADAR

2300
278°
2100
ROC
0.8
2100
Procedure Turn NA
GS 3.00°
TCH 57

4.7 NM
8 NM

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-ILS 28	798/50 250 (300-1)			
S-LOC 28	1280/50 732 (800-1)		1280-1½ 732 (800-1½)	1280-1¾ 732 (800-1¾)
CIRCLING	1280-1 721 (800-1)		1280-2 721 (800-2)	1280-2¼ 721 (800-2¼)

NE-2, 14 JAN 2010 to 11 FEB 2010

ILS RWY 4 (CAT II)

ROCHESTER / GREATER ROCHESTER INTL (ROC)

LOC I-MCU	APP CRS	Rwy Idg	8001
110.7	044°	TDZE	535
		Apt Elev	559

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 135° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

GENESEO
108.2 GEE
Chan 19
153° 333° R-153
ALTERNATE MISSED APCH FIX

LOCALIZER 110.7
I-MCU

10 NM

1135 836 695 1000 1030± 757 671 IM MM 631± 935 684 677 780 820 096° 276° R-096

LOM BREIT 400 RO
ROC 5.3

GEE R-033

WORIS INT
ROC 5.3

ROCHESTER
110.0 ROC
Chan 37

2000 044° (8)

(IF)
FEPUG INT
ROC 13.3

R-008

MSA ROC 25 NM
2600
090° 270°
3600

1942

ROC R-225

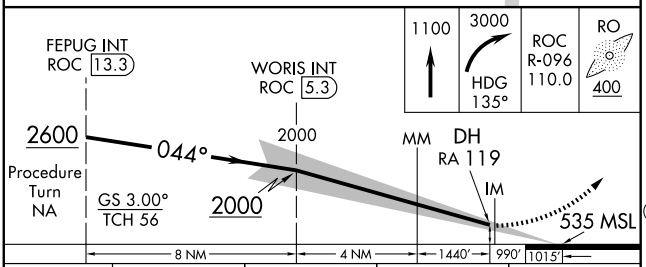
R-331

IAF
GENESEO
108.2 GEE
Chan 19

2600 331° (7.3)

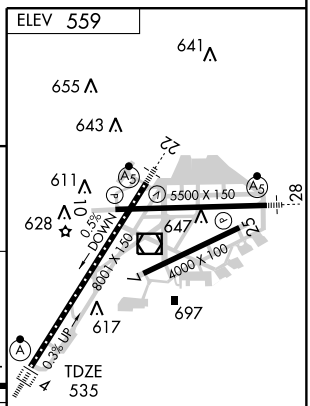
224°

Procedure NA for arrivals at GEE VOR/DME via airway radials 287 CW 018.



CATEGORY	A	B	C	D
S-ILS 4	RA 119/12 100 DA 635			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 45611 W04A	APP CRS 042°	Rwy Idg 8001 TDZE 535 Apt Elev 559

RNAV (GPS) RWY 4

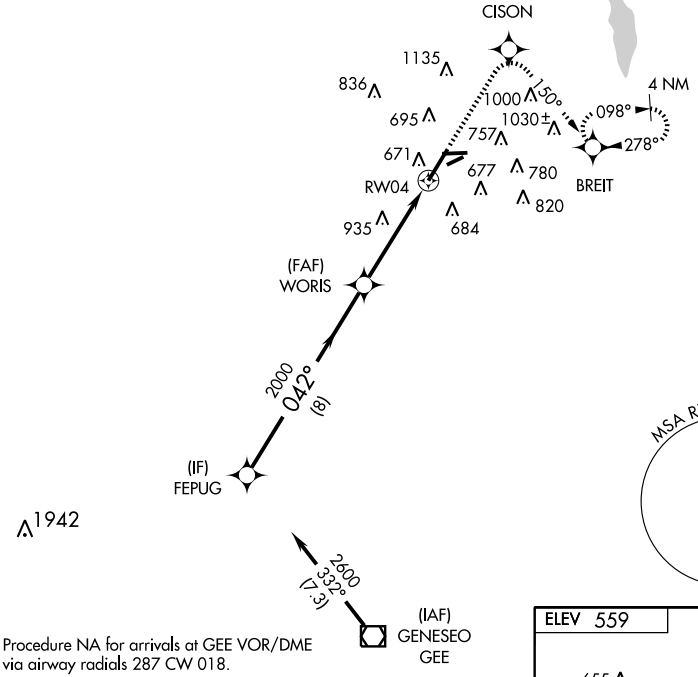
ROCHESTER / GREATER ROCHESTER INTL (ROC)

For inoperative ALSF-2, increase LPV visibility to 1¼ mile all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

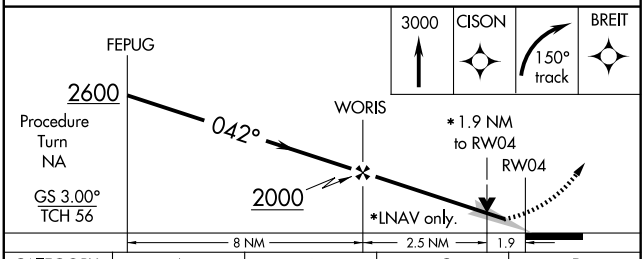
ALSF-2

MISSED APPROACH: Climb to 3000 direct CISON and right turn via 150° track to BREIT and hold, continue climb-in-hold to 3000.

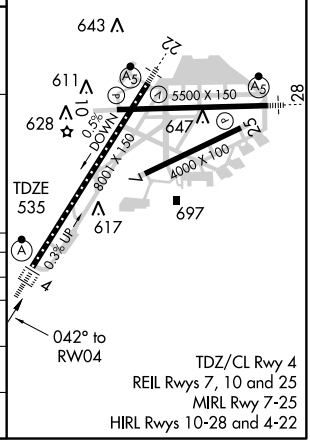
ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0



Procedure NA for arrivals at GEE VOR/DME via airway radials 287 CW 018.



CATEGORY	A	B	C	D
LPV DA	866/40 331 (400-¾)			
LNAV/ VNAV DA	1321-2¼ 786 (800-2¼)			
LNAV MDA	1200/24 665 (700-½)		1200/60 665 (700-1¼)	1200-1½ 665 (700-1½)
CIRCLING	1200-1 641 (700-1)		1200-1¾ 641 (700-1¾)	1240-2¼ 681 (700-2¼)



TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
074°	TDZE	549
	Apt Elev	559

RNAV (GPS) RWY 7

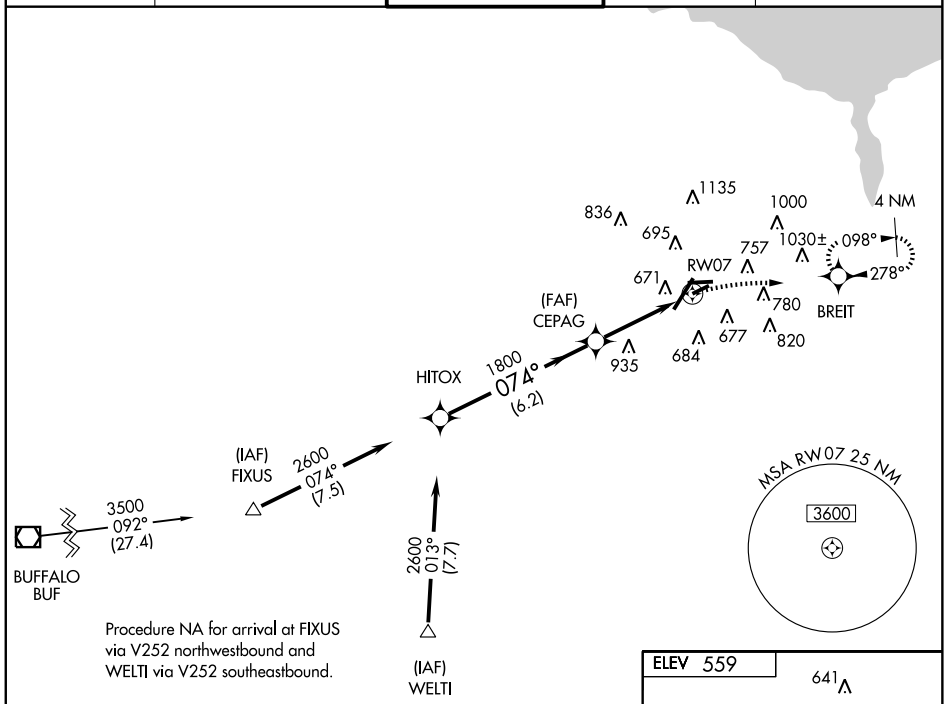
ROCHESTER / GREATER ROCHESTER INTL (ROC)

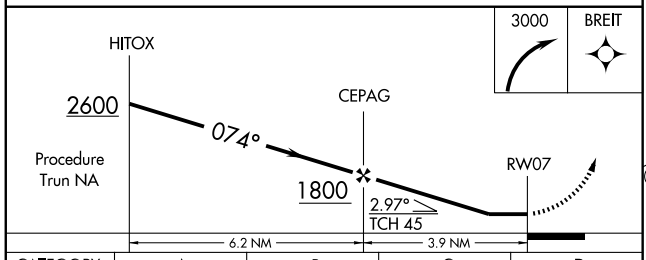
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Straight-In minimums NA at night.

NA

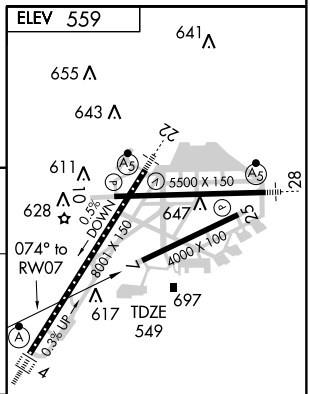
MISSED APPROACH: Climbing right turn to 3000 direct BREIT WP and hold.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0





CATEGORY	A	B	C	D
LNAV MDA	1200-1	651 (700-1)	1200-1¾ 651 (700-1¾)	1200-2 651 (700-2)
CIRCLING	1200-1	641 (700-1)	1200-1¾ 641 (700-1¾)	1240-2¼ 681 (700-2¼)



TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5500
098°	TDZE	556
	Apt Elev	559

RNAV (GPS) RWY 10

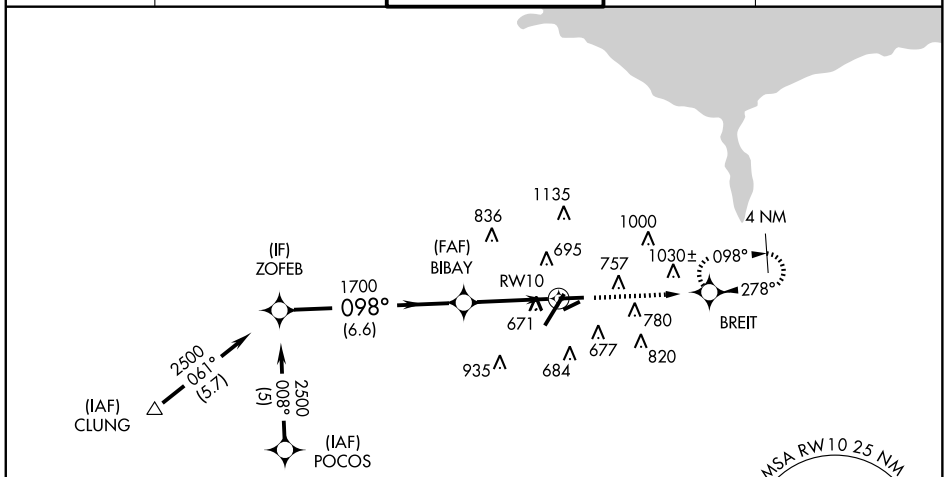
ROCHESTER / GREATER ROCHESTER INTL (ROC)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

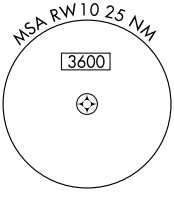
NA

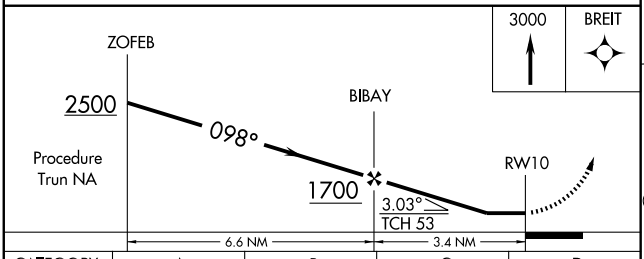
MISSED APPROACH: Climb to 3000 direct BREIT WP and hold.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

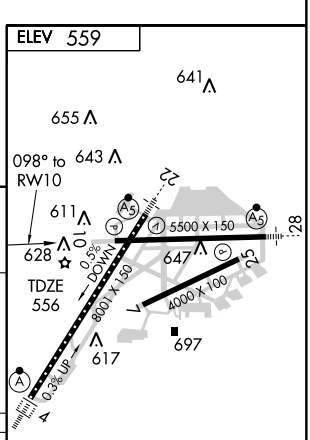


Procedure NA for arrival at CLUNG on V2 southwestbound.





CATEGORY	A	B	C	D
LNAV MDA	960-1	404 (500-1)	960-1¼	404 (500-1¼)
CIRCLING	1060-1	501 (600-1)	1060-1½ 501 (600-1½)	1240-2¼ 681 (700-2¼)



TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	8001
222°	TDZE	559
	Apt Elev	559

RNAV (GPS) RWY 22

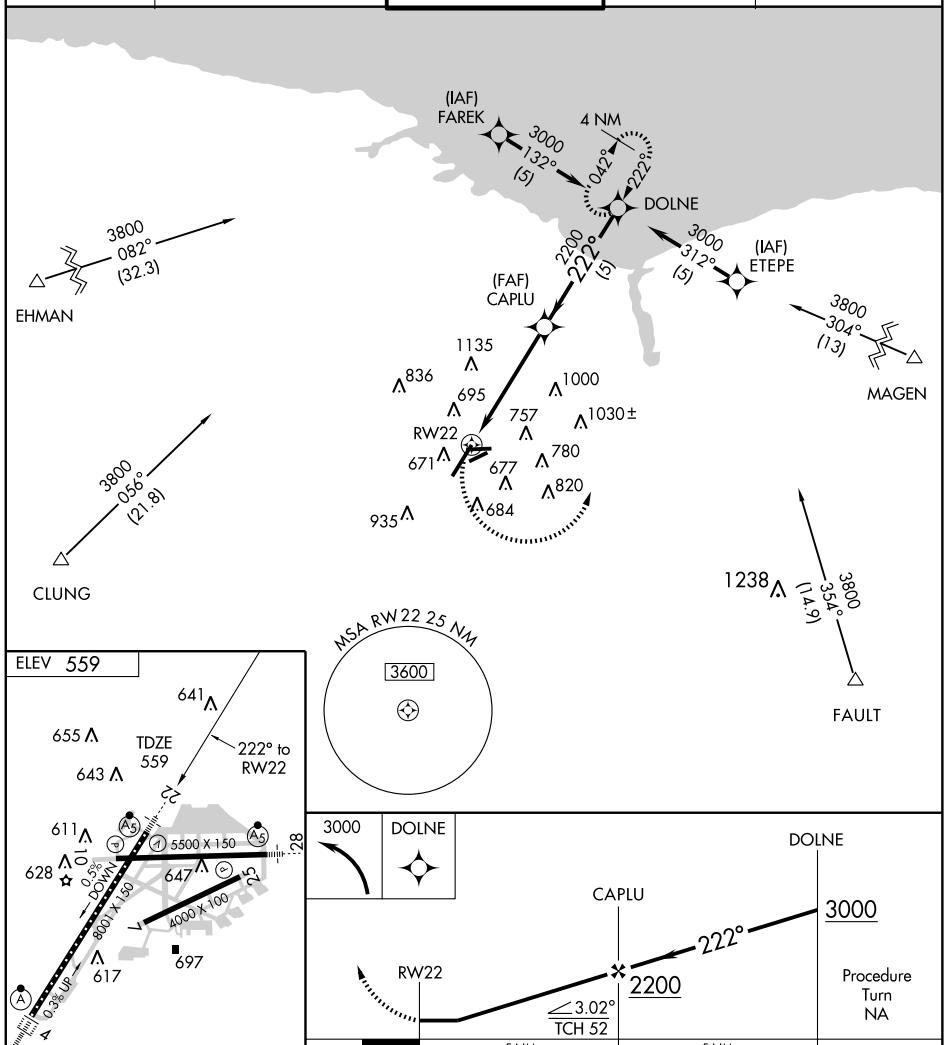
ROCHESTER / GREATER ROCHESTER INTL (ROC)

V NA — Inoperative table does not apply to Cat. A and B. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MALSR (A5)

MISSED APPROACH: Climbing left turn to 3000 direct DOLNE WP and hold.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0



CATEGORY	A	B	C	D
LNAV MDA	1320/50	761 (800-1)	1320-1¾ 761 (800-1¾)	1320-2 761 (800-2)
CIRCLING	1320-1 761 (800-1)	1320-1¼ 761 (800-1¼)	1320-2¼ 761 (800-2¼)	1320-2½ 761 (800-2½)

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
254°	TDZE	549
	Apt Elev	559

RNAV (GPS) RWY 25

ROCHESTER / GREATER ROCHESTER INTL (ROC)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Straight-In minimums NA at night.

NA

MISSED APPROACH: Climb to 3000 direct MONCK WP and hold.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

Procedure NA for arrival at DINES via V483 eastbound and at MAGEN via V2 eastbound.

(IAF) DINES

3000 252° (13.6)

(IF) YUNUT

2400 254° (6.4)

SODGE 2.2 NM to RW25

(FAF) TUNLE

3000 303° (11)

(IAF) MAGEN

1135 836 695 757 1000 1030 ± 671 RW25 780 677 820 935 684

MONCK 084° 264° 4 NM

1238

MSA RW 25 25 NM 3600

ELEV 559

641 655 643 611 628 647 617 697

TDZE 549

5500 X 150

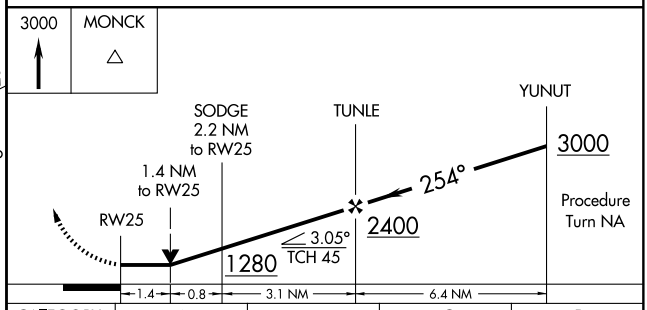
6001 X 150

4000 X 100

0.5% DOWN

0.3% UP

254° to RW25



CATEGORY	A	B	C	D
LNAV MDA	1020-1	471 (500-1)	1020-1¼ 471 (500-1¼)	1020-1½ 471 (500-1½)
CIRCLING	1060-1	501 (600-1)	1060-1½ 501 (600-1½)	1240-2¼ 681 (700-2¼)

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5500
CH 86411	278°	TDZE	548
W28A		Apt Elev	559

RNAV (GPS) RWY 28

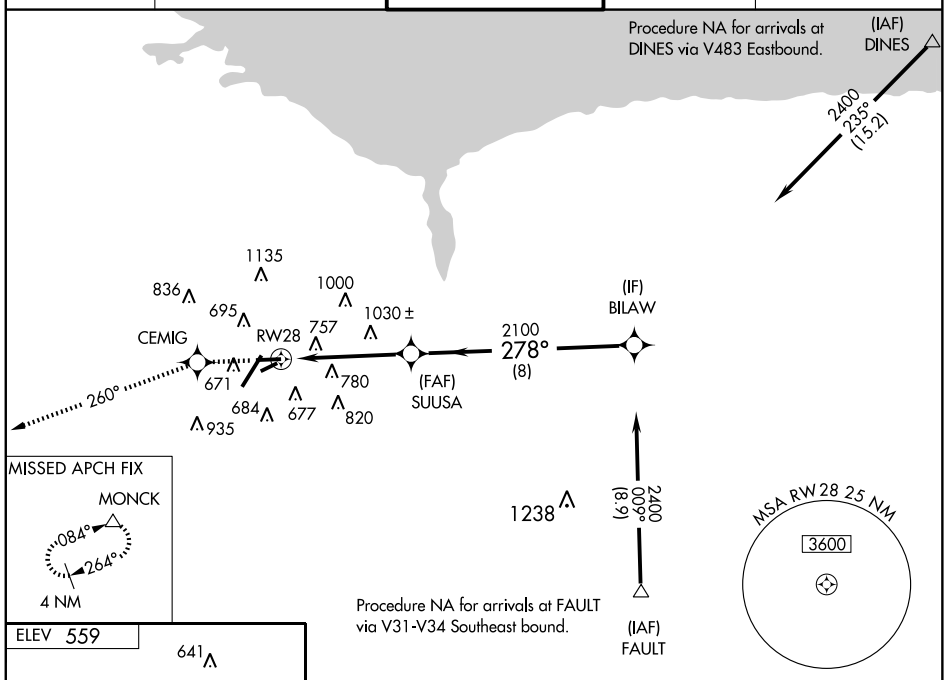
ROCHESTER / GREATER ROCHESTER INTL (ROC)

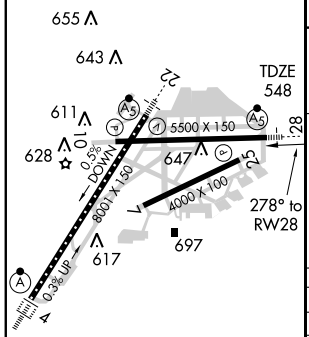
Inoperative table does not apply to LNAV Cat. A and LPV all Cats.
For inoperative MALSR, increase LNAV Cat. B visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Multiple unshielded lights in final approach area.

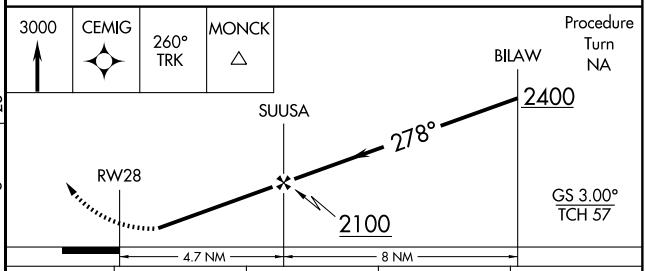
MALSR (A5)

MISSED APPROACH: Climb to 3000 direct CEMIG and via 260° track to MONCK and hold.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0







CATEGORY	A	B	C	D
LPV DA	839/50	291 (300-1)		
LNAV VNAV DA	1056/60	508 (500-1¼)		
LNAV MDA	1340/50	792 (800-1)	1340-1¾ 792 (800-1¾)	1340-2 792 (800-2)
CIRCLING	1340-1 781 (800-1)	1340-1¼ 781 (800-1¼)	1340-2¼ 781 (800-2¼)	1340-2½ 781 (800-2½)

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME ROC	APP CRS	Rwy Idg	8001
110.0	052°	TDZE	535
Chan 37		Apt Elev	559

VOR/DME RWY 4

ROCHESTER / GREATER ROCHESTER INTL (ROC)

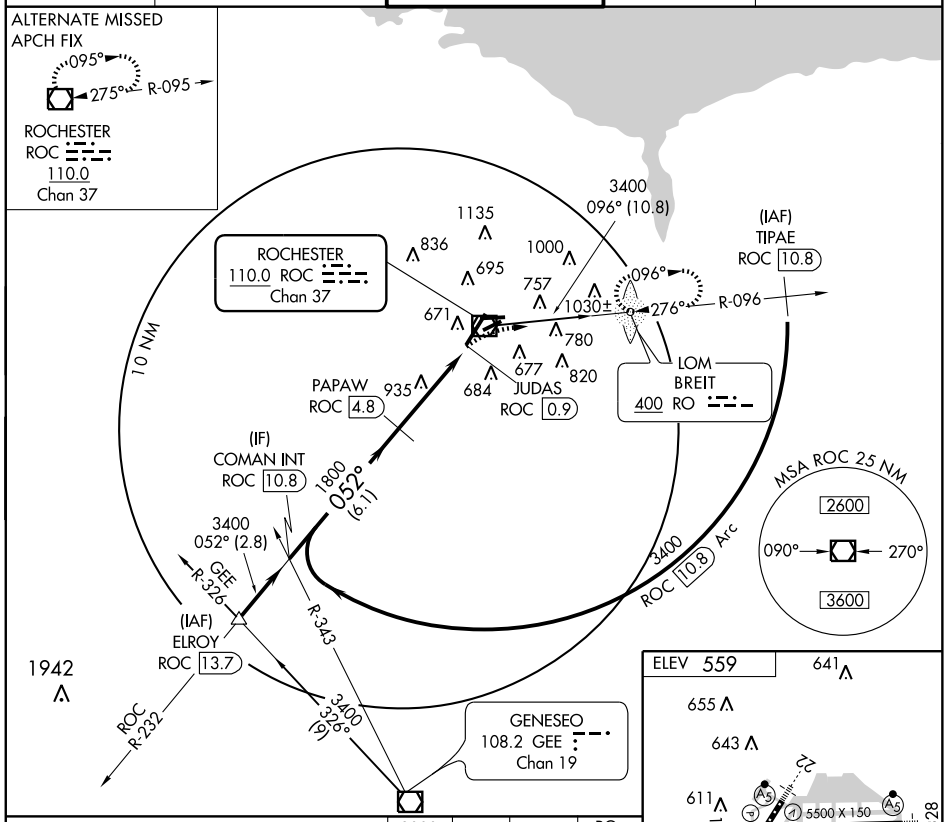
For inoperative ALSF-2, increase S-4 Cats. A, B visibility to RVR 5000.
Visibility reduction by helicopters NA.

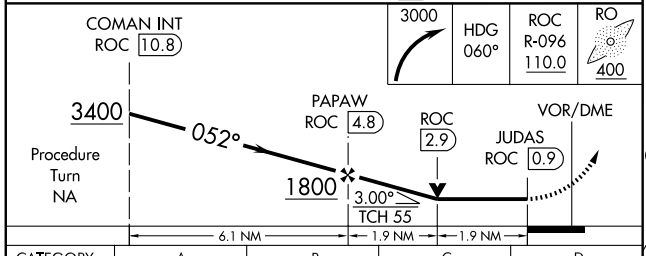
ALSF-2

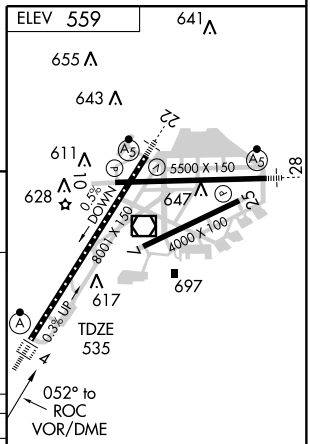
MISSED APPROACH: Climbing right turn to 3000 via heading 060° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

ALTERNATE MISSED APCH FIX
095° 275° R-095
ROCHESTER ROC 110.0 Chan 37







CATEGORY	A	B	C	D
S-4	1200/40	665 (700-¾)	1200/60 665 (700-1¼)	1200-1½ 665 (700-1½)
CIRCLING	1200-1	641 (700-1)	1200-1¾ 641 (700-1¾)	1240-2¼ 681 (700-2¼)

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME ROC	APP CRS	Rwy ldg	8001
110.0	052°	TDZE	535
Chan 37		Apt Elev	559

VOR RWY 4

ROCHESTER / GREATER ROCHESTER INTL (ROC)

For inoperative ALSF-2, increase S-4 Cats. A, B visibility to RVR 5000.
Visibility reduction by helicopters NA.

ALSF-2

MISSED APPROACH: Climbing right turn to 3000 via heading 130° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

ALTERNATE MISSED APCH FIX
095°
275°
R-095
ROCHESTER
ROC
110.0
Chan 37

MSA ROC 25 NM
2600
090°
270°
3600

1135
836
695
1000
1030±
096°
757
671
R-096
780
677
276°
935
684
820
LOM
BREIT
400 RO
ROC 5.3
IAF
ROCHESTER
110.0 ROC
Chan 37
10 NM
052°
187°
007°
R-232°
R-033
108.2 GEE
Chan 19
1942

Remain within 10 NM
VOR/DME
232°
2600
052°

3000
130°
ROC
R-096
110.0
RO
400

ELEV 559
641
655
643
611
628
647
617
697
0.8% DOWN
0.3% UP
8001 X 150
5500 X 150
4000 X 100
10
28
7
25
4
TDZE
535
052° to ROC VOR/DME

CATEGORY	A	B	C	D
S-4	1240/40	705 (700-¾)	1240-1½ 705 (700-1½)	1240-1¾ 705 (700-1¾)
CIRCLING	1240-1	681 (700-1)	1240-2 681 (700-2)	1240-2¼ 681 (700-2¼)

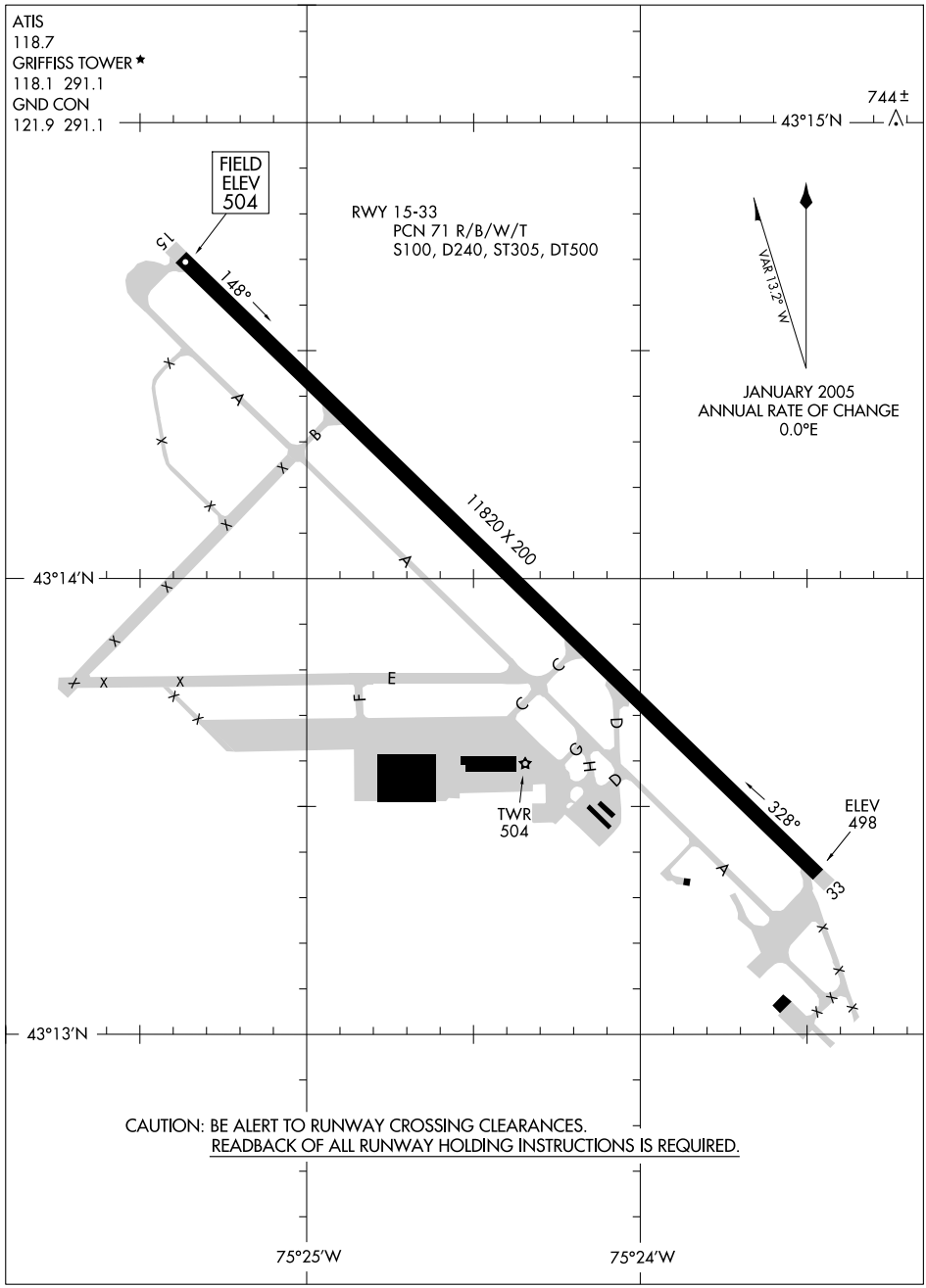
TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-9515 (FAA)

ROME/GRIFFISS INTL (RME)
ROME, NEW YORK



NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-FYQ	APP CRS	Rwy Idg	11820
109.1	146°	TDZE	504
		Apt Elev	504

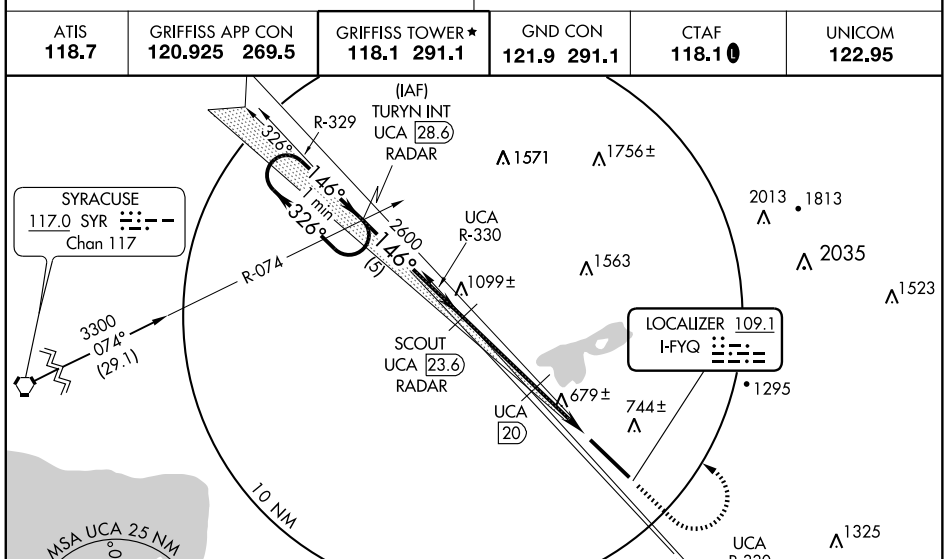
ILS RWY 15

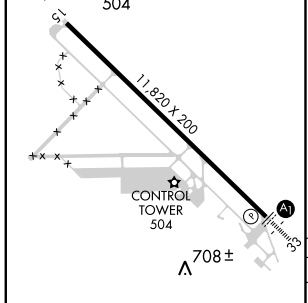
ROME/GRIFFISS INTL (RME)

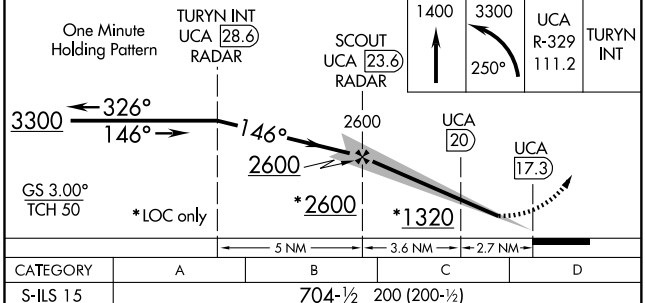
Radar or DME required for localizer minima.
Circling NA West of Rwy 15-33.

MISSED APPROACH: Climb to 1400, then climbing left turn to 3300 via heading 250° and UCA R-329 to TURYN Int and hold.

ATIS	GRIFFISS APP CON	GRIFFISS TOWER ★	GND CON	CTAF	UNICOM
118.7	120.925 269.5	118.1 291.1	121.9 291.1	118.1 (L)	122.95







CATEGORY	A	B	C	D
S-ILS 15	704-½ 200 (200-½)			
S-LOC 15	940-½ 436 (500-½)		940-¾ 436 (500-¾)	940-1 436 (500-1)
CIRCLING	1120-1 616 (700-1)	1160-1 656 (700-1)	1200-2 696 (700-2)	1260-2½ 756 (800-2½)

HIRL Rwy 15-33 (L)

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

NE-2. 14 JAN 2010 to 11 FEB 2010

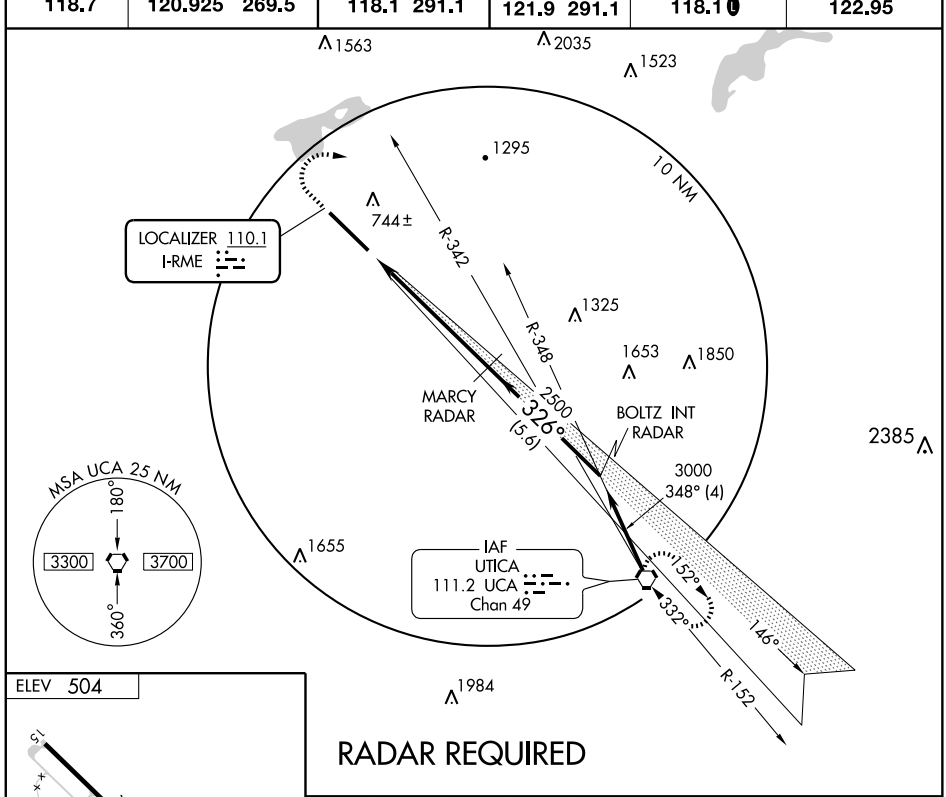
LOC I-RME	APP CRS	Rwy Idg	11820
110.1	326°	TDZE	499
		Apt Elev	504

ILS RWY 33

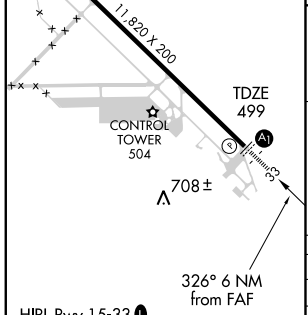
ROME/GRIFFISS INTL (RME)

NA	Circling NA West of Rwy 15-33.	ALSF-1	MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 via UCA R-342 to UCA VORTAC and hold.

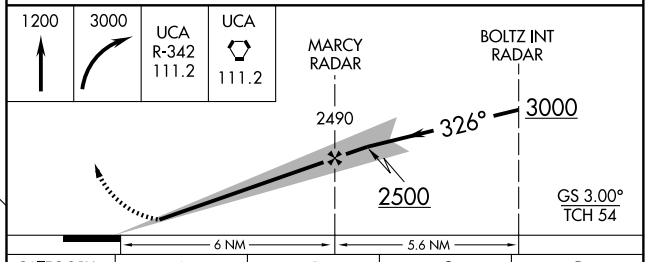
ATIS	GRIFFISS APP CON	GRIFFISS TOWER ★	GND CON	CTAF	UNICOM
118.7	120.925 269.5	118.1 291.1	121.9 291.1	118.1 (L)	122.95



RADAR REQUIRED



FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS 33	699-½ 200 (200-½)			
S-LOC 33	1040-½ 541 (600-½)		1040-1 541 (600-1)	1040-1¼ 541 (600-1¼)
CIRCLING	1120-1 616 (700-1)	1160-1 656 (700-1)	1200-2 696 (700-2)	1260-2½ 756 (800-2½)

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 82206 W15A	APP CRS 146°	Rwy Idg 11820 TDZE 504 Apt Elev 504

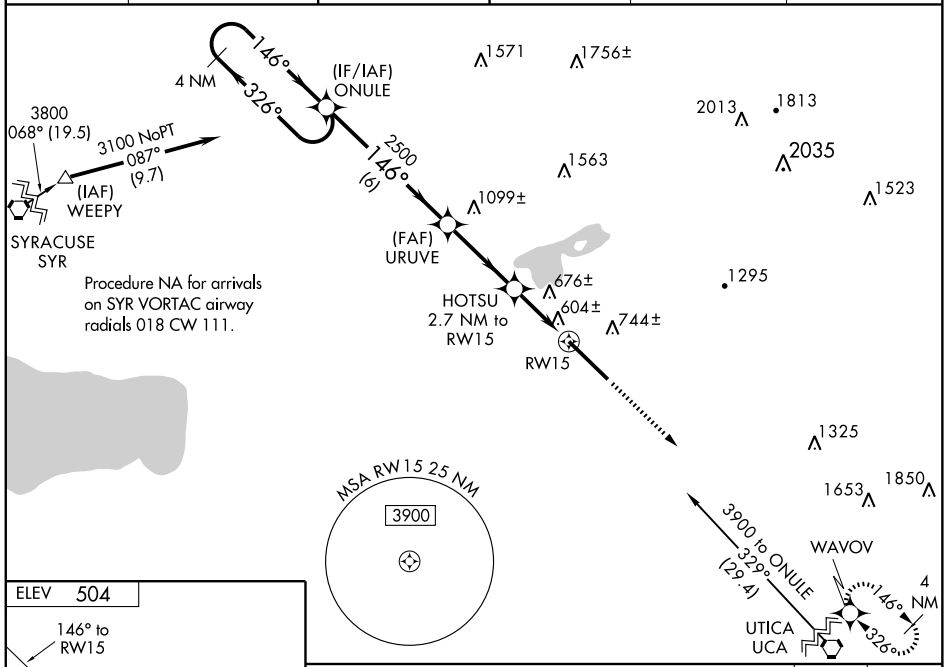
RNAV (GPS) RWY 15

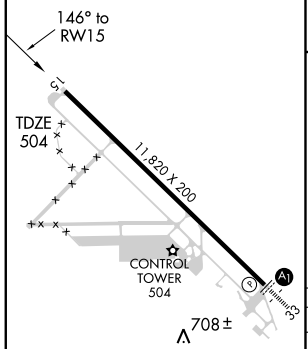
ROME/GRIFFISS INTL (RME)

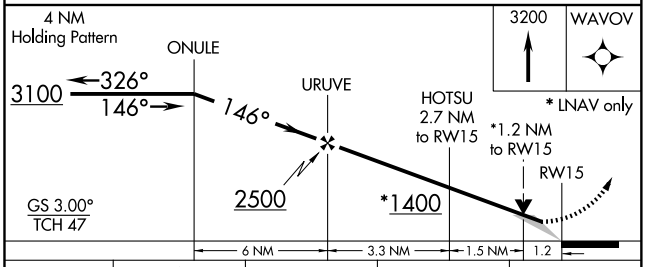
Circling NA west of Rwy 15-33. Baro-VNAV NA when using Syracuse altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. When local altimeter setting not received, use Syracuse altimeter setting and increase all DA 85 ft and all MDA 100 ft; increase LPV all Cats and LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats B, C and D visibility ¼ mile. VDP NA when using Syracuse altimeter setting.

MISSED APPROACH: Climb to 3200 direct WAVOV and hold.

ATIS	GRIFFISS APP CON	GRIFFISS TOWER ★	GND CON	CTAF	UNICOM
118.7	120.925 269.5	118.1 291.1	121.9 291.1	118.1 (L)	122.95







CATEGORY	A	B	C	D
LPV DA	805-1 301 (400-1)			
LNAV/VNAV DA	1052-2 548 (600-2)			
LNAV MDA	940- ¾ 436 (500-¾)		940-1¼ 436 (500-1¼)	940-1½ 436 (500-1½)
CIRCLING	1120-1 616 (700-1)	1160-1 656 (700-1)	1200-2 696 (700-2)	1280-2½ 776 (800-2½)

HIRL Rwy 15-33 (L)

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 42906 W33A	APP CRS 326°	Rwy Idg 11820 TDZE 498 Apt Elev 504

RNAV (GPS) RWY 33

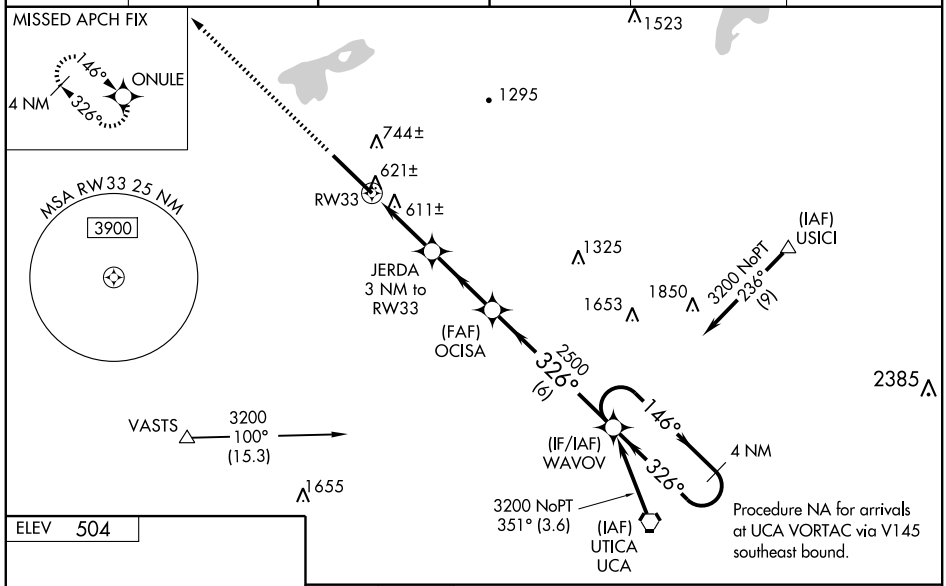
ROME/GRIFFISS INTL (RME)

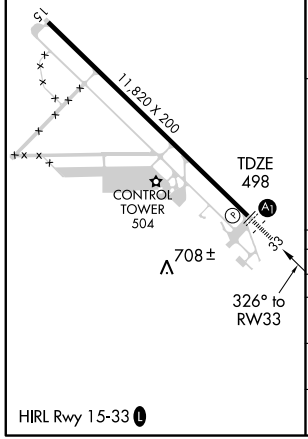
Circling NA west of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all DA 85 feet and all MDA 100 feet; increase LPV all Cats and LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats B, C, and D visibility ¼ mile. For inoperative ALSF-1, increase LPV all Cats visibility ½ mile and LNAV Cats A and B visibility ¼ mile. For inoperative ALSF-1, when using Syracuse altimeter setting, increase LPV all Cats visibility ½ mile, LNAV Cats A and B visibility ¼ mile. Baro-VNAV and VDP NA when using Syracuse altimeter setting.

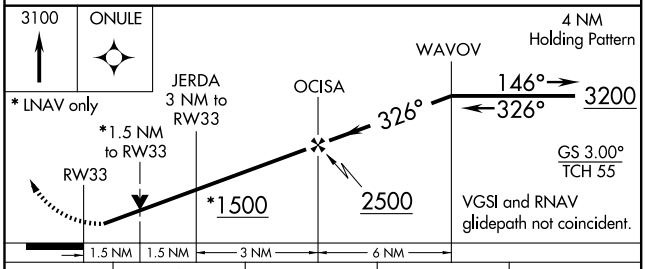
ALSF-1

MISSED APPROACH: Climb to 3100 direct ONULE and hold.

ATIS	GRIFFISS APP CON	GRIFFISS TOWER★	GND CON	CTAF	UNICOM
118.7	120.925 269.5	118.1 291.1	121.9 291.1	118.1 (L)	122.95







CATEGORY	A	B	C	D
LPV DA	841-¾	343 (400-¾)		
LNAV/VNAV DA	978-1¼	480 (500-1¼)		
LNAV MDA	1020-¾	522 (600-¾)	1020-1 522 (600-1)	1020-1¼ 522 (600-1¼)
CIRCLING	1120-1 616 (700-1)	1160-1 656 (700-1)	1200-2 696 (700-2)	1280-2½ 776 (800-2½)

NE-2, 14 JAN 2010 to 11 FEB 2010

VORTAC UCA	APP CRS	Rwy Idg	11,820
111.2	151°	TDZE	504
Chan 49		Apt Elev	504

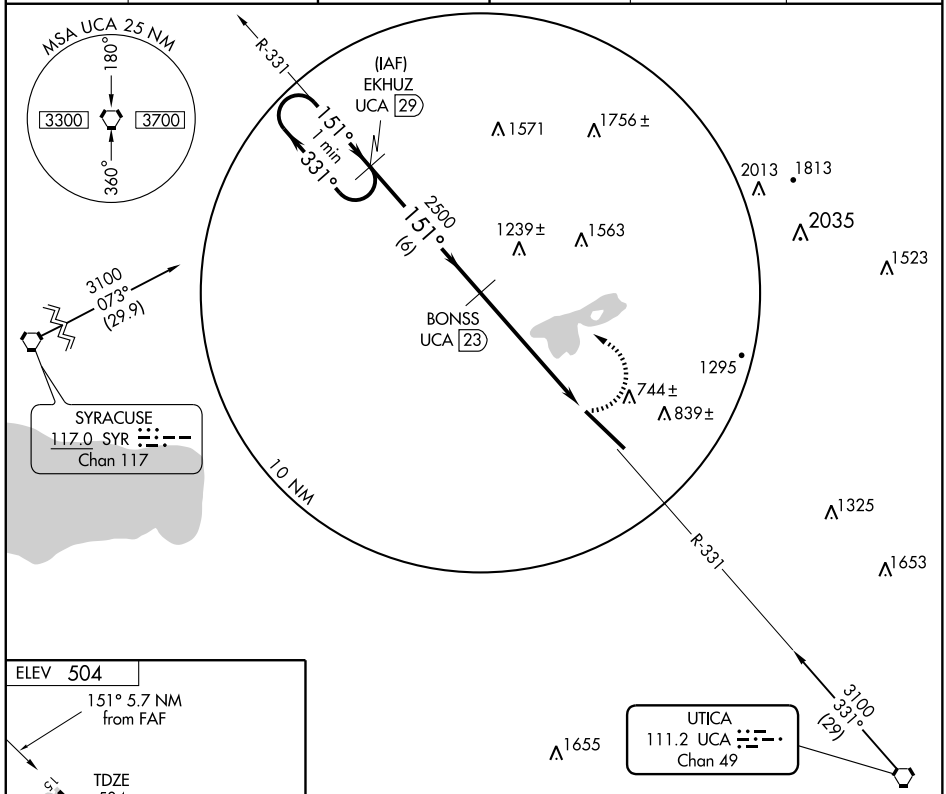
VOR/DME RWY 15

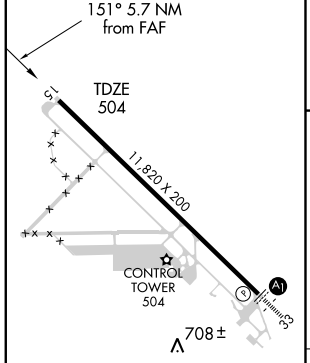
ROME/GRIFFISS INTL (RME)

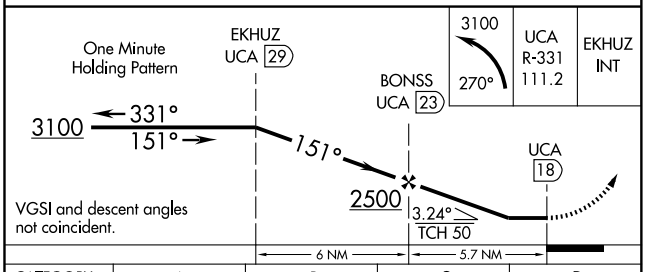
T
A NA — Circling NA west of Rwy 15-33.

MISSED APPROACH: Climbing left turn to 3100 via heading 270° and UCA R-331 to EKHUZ/UCA 29 DME and hold.

ATIS	GRIFFISS APP CON	GRIFFISS TOWER ★	GND CON	CTAF	UNICOM
118.7	120.925 269.5	118.1 291.1	121.9 291.1	118.1 (L)	122.95







CATEGORY	A	B	C	D
S-15	1500-1¼ 996 (1000-1¼)	1500-1½ 996 (1000-1½)	1500-3	996 (1000-3)
CIRCLING	1500-1¼ 996 (1000-1¼)	1500-1½ 996 (1000-1½)	1500-3	996 (1000-3)

HIRL Rwy 15-33 (L)

NE-2. 14 JAN 2010 to 11 FEB 2010

VORTAC UCA	APP CRS	Rwy Idg	11,820
111.2	332°	TDZE	499
Chan 49		Apt Elev	504

VOR/DME RWY 33

ROME/GRIFFISS INTL (RME)

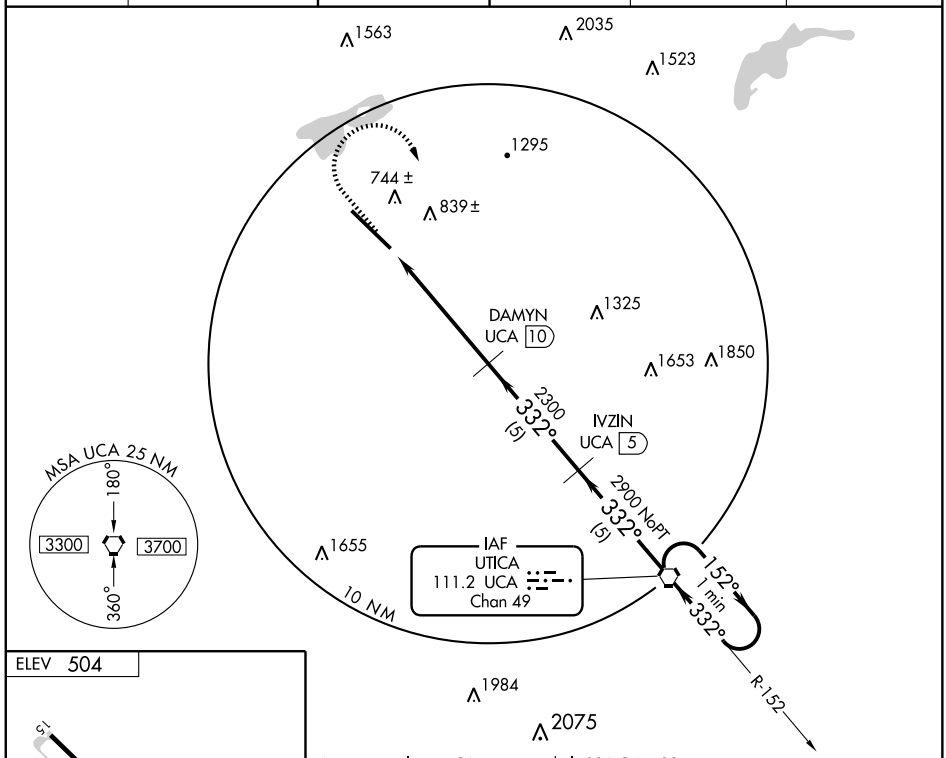
T
A NA

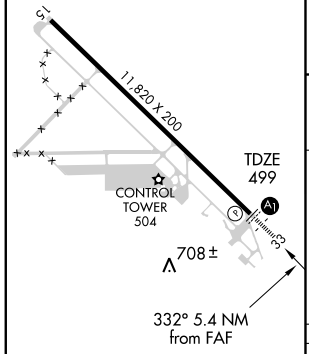
Circling NA west of Rwy 15-33.

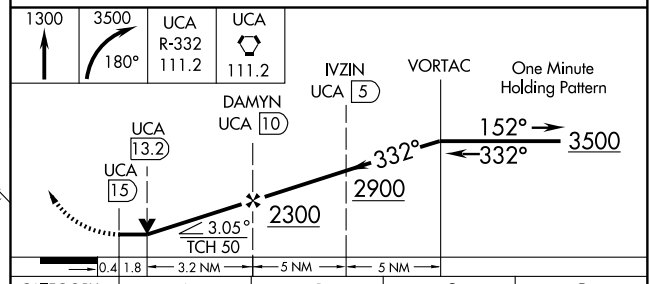
ALSF-1 A1

MISSED APPROACH: Climb to 1300, then climbing right turn to 3500 via heading 180° and UCA R-332 to UCA VORTAC and hold.

ATIS	GRIFFISS APP CON	GRIFFISS TOWER ★	GND CON	CTAF	UNICOM
118.7	120.925 269.5	118.1 291.1	121.9 291.1	118.1 L	122.95







CATEGORY	A	B	C	D
S-33	1240-½ 741 (800-½)	1240-¾ 741 (800-¾)	1240-1¾ 741 (800-1¾)	1240-2 741 (800-2)
CIRCLING	1240-1 736 (800-1)	1240-1¼ 736 (800-1¼)	1240-2¼ 736 (800-2¼)	1260-2½ 756 (800-2½)

HIRL Rwy 15-33 L

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-SLK	APP CRS	Rwy Idg	6333
108.9	229°	TDZE	1663
		Apt Elev	1663

ILS RWY 23

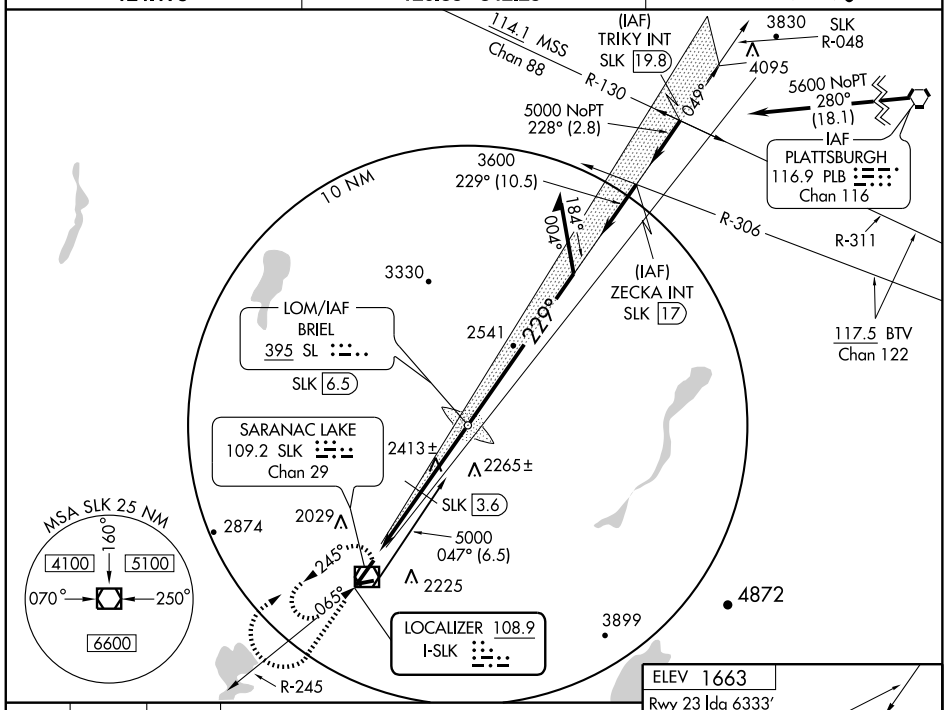
SARANAC LAKE / ADIRONDACK RGNL (SLK)

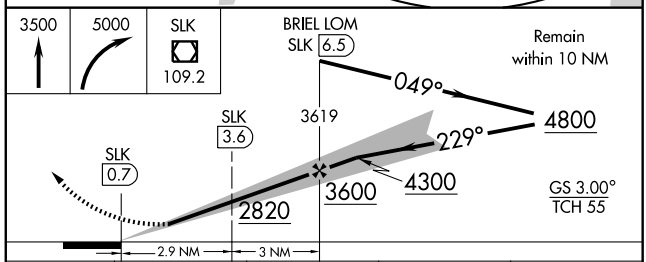
T NA — Inoperative table does not apply to S-LOC 23 Cat A. For inoperative MALSR's increase S-LOC 23 Cat B visibility to 1½ miles.

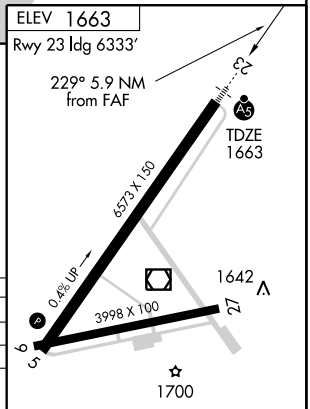
MALSR

MISSED APPROACH: Climb to 3500, then climbing right turn to 5000 direct SLK VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
124.175	120.35 342.25	123.0 (CTAF) L







HIRL Rwy 5-23 L
MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-ILS 23	1863-½ 200 (200-½)			
S-LOC 23	2820-1¼ 1157 (1200-1¼)		2820-2½ 1157 (1200-2½)	
CIRCLING	2820-1¼ 1157 (1200-1¼)	2820-1½ 1157 (1200-1½)	2820-3 1157 (1200-3)	
DME MINIMUMS				
S-LOC 23	2260-½ 597 (600-½)		2260-1 597 (600-1)	2260-1¼ 597 (600-1¼)
CIRCLING	2700-1 1037 (1100-1)	2820-1½ 1157 (1200-1½)	2820-3 1157 (1200-3)	

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6573
059°	TDZE	1653
	Apt Elev	1663

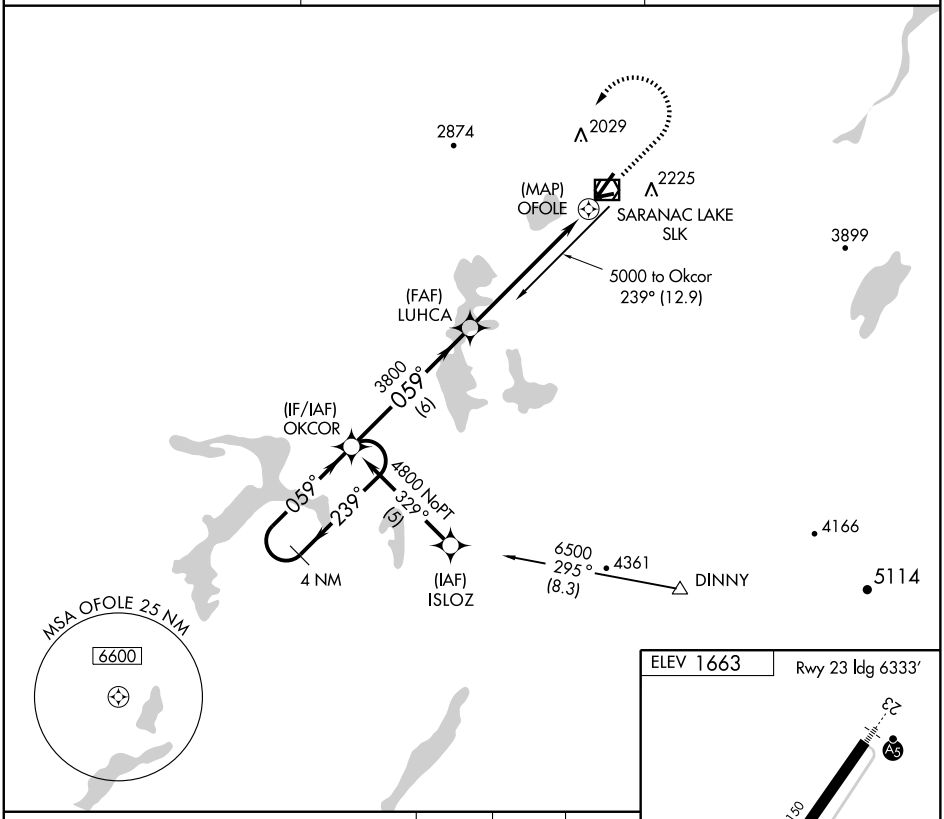
RNAV (GPS) RWY 5

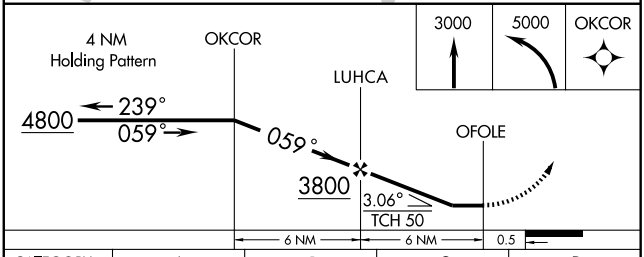
SARANAC LAKE / ADIRONDACK RGNL (SLK)

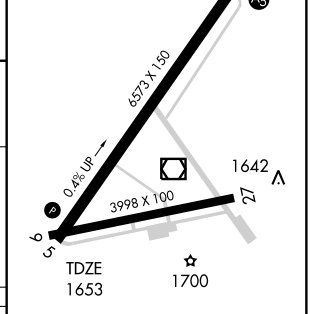
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 direct OKCOR WP and hold.

ASOS	BOSTON CENTER	UNICOM
124.175	120.35 342.25	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2340-1 687 (700-1)		2340-2 687 (700-2)	2340-2¼ 687 (700-2¼)
CIRCLING	2600-1¼ 937 (1000-1¼)	2720-1½ 1057 (1100-1½)	2720-3 1057 (1100-3)	

HIRL Rwy 5-23 L
MIRL Rwy 9-27 L

NE-2, 14 JAN 2010 to 11 FEB 2010

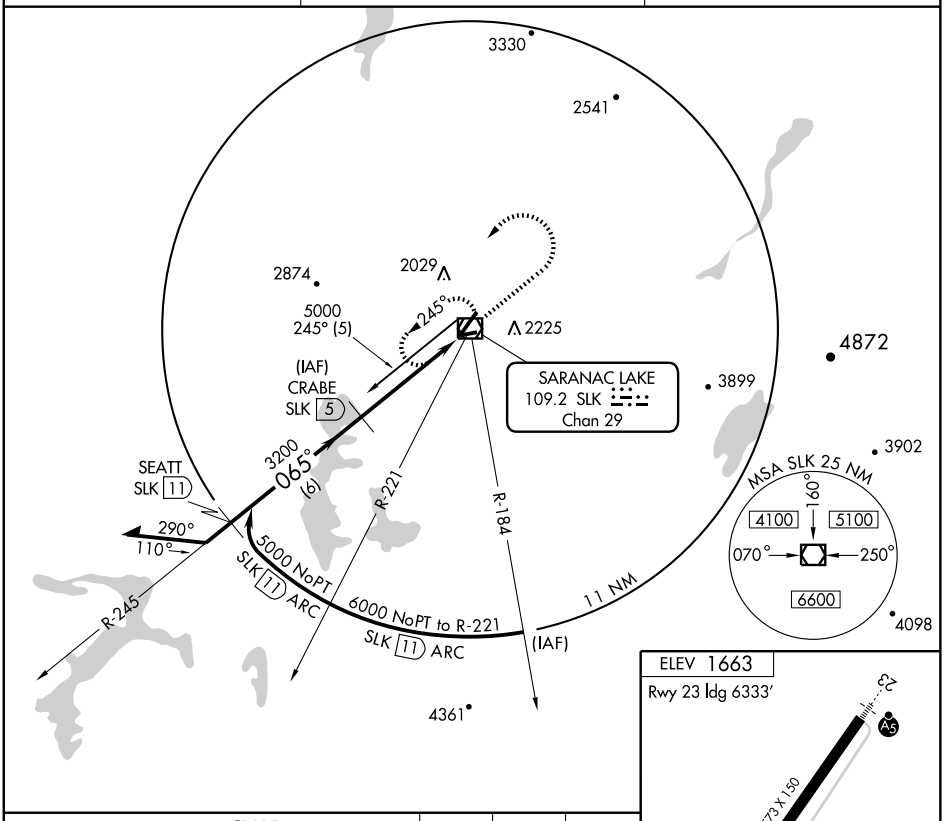
VOR/DME SLK	APP CRS	Rwy Idg	6573
109.2	065°	TDZE	1653
Chan 29		Apt Elev	1663

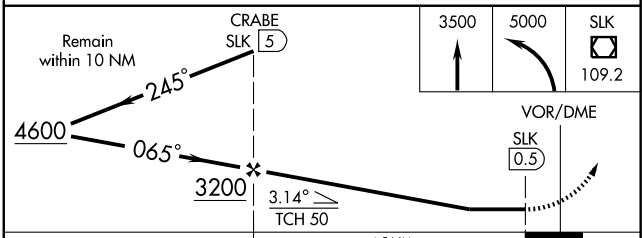
VOR/DME RWY 5

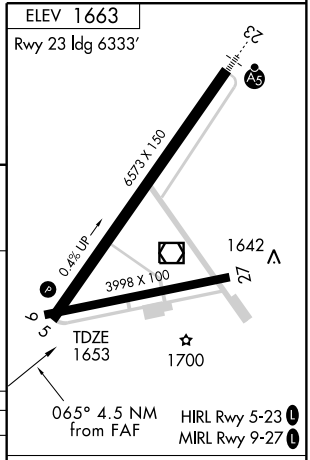
SARANAC LAKE / ADIRONDACK RGNL (SLK)

MISSED APPROACH: Climb to 3500, then climbing left turn to 5000 direct SLK VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
124.175	120.35 342.25	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-5	2460-1 807 (800-1)	2460-1¼ 807 (800-1¼)	2460-2¼ 807 (800-2¼)	2460-2½ 807 (800-2½)
CIRCLING	2600-1¼ 937 (1000-1¼)	2720-1½ 1057 (1100-1½)	2720-3 1057 (1100-3)	

Knots	60	90	120	150	180
Min:Sec					

NE-2. 14 JAN 2010 to 11 FEB 2010

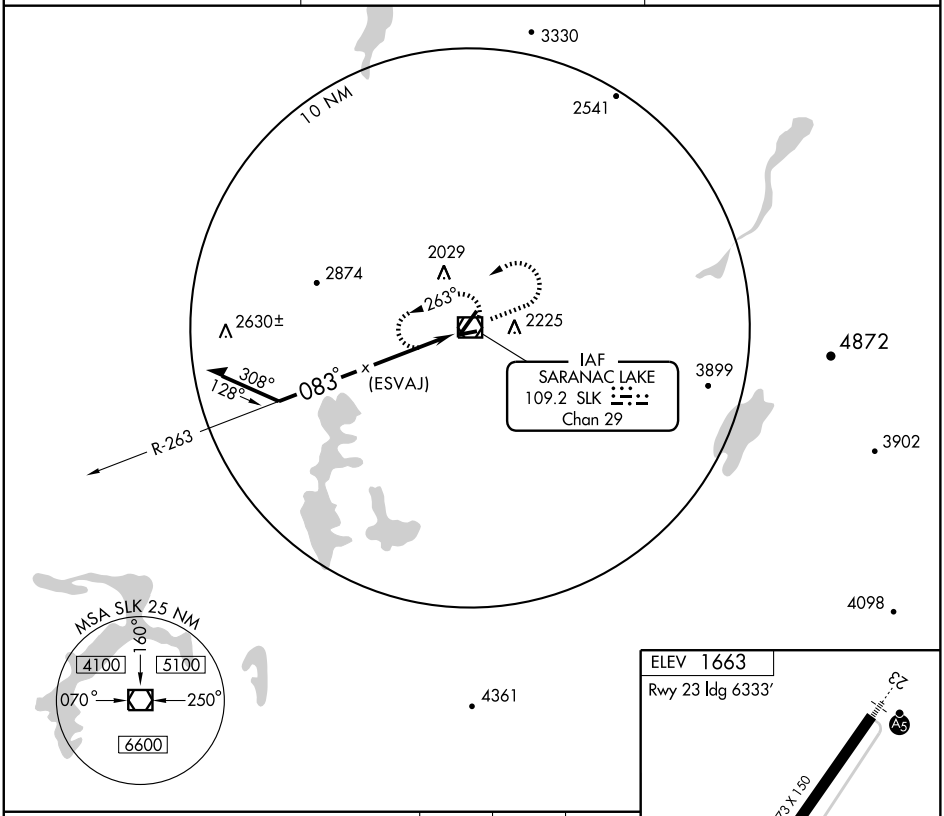
VOR/DME SLK	APP CRS	Rwy Idg	3998
109.2	083°	TDZE	1643
Chan 29		Apt Elev	1663

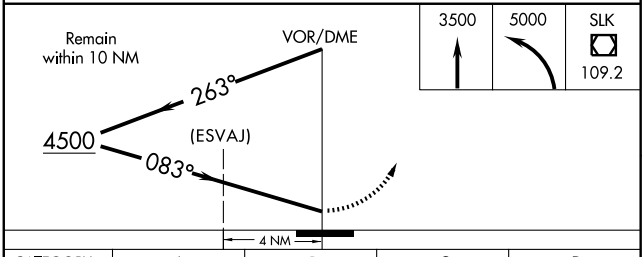
VOR or GPS RWY 9

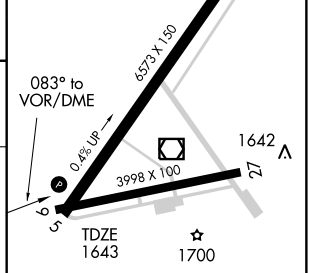
SARANAC LAKE / ADIRONDACK RGNL (SLK)

MISSED APPROACH: Climb to 3500, then climbing left turn to 5000 direct SLK VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
124.175	120.35 342.25	123.0 (CTAF) L







HIRL Rwy 5-23 L
MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-9	3000-1¼ 1357 (1400-1¼)	3000-1½ 1357 (1400-1½)	3000-3 1357 (1400-3)	
CIRCLING	3000-1¼ 1337 (1400-1¼)	3000-1½ 1337 (1400-1½)	3000-3 1337 (1400-3)	

Knots	60	90	120	150	180
Min:Sec					

NE-2. 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 5

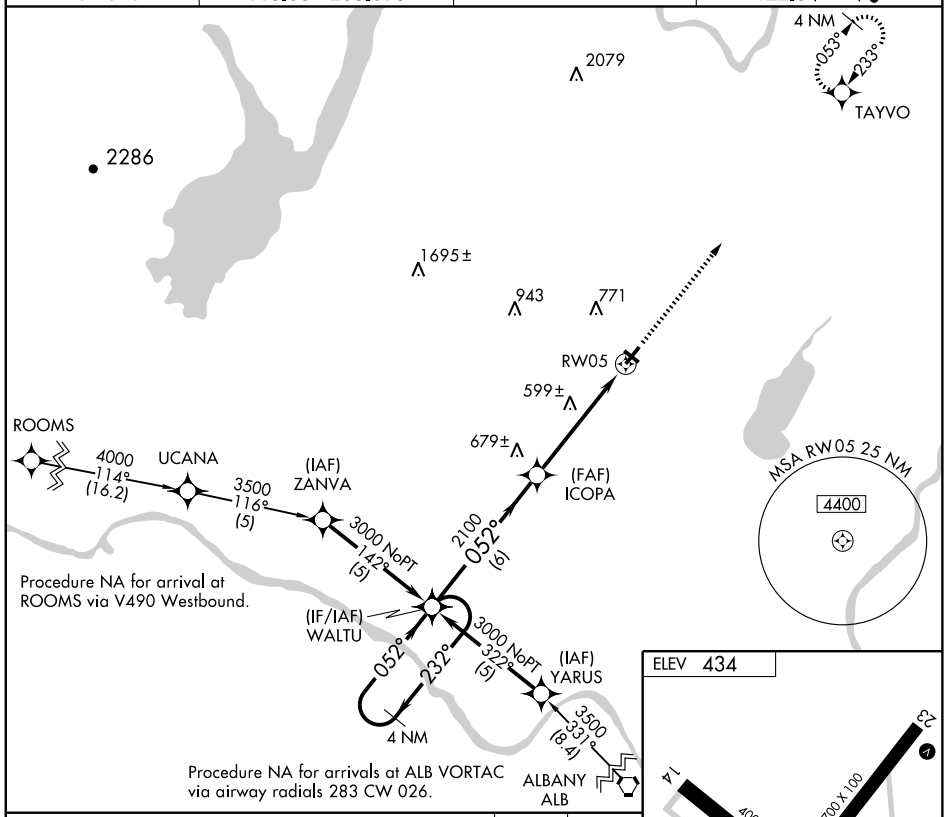
SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

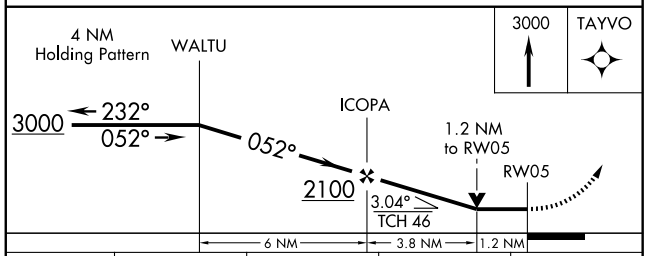
APP CRS	Rwy Idg	4700
052°	TDZE	434
	Apt Elev	434

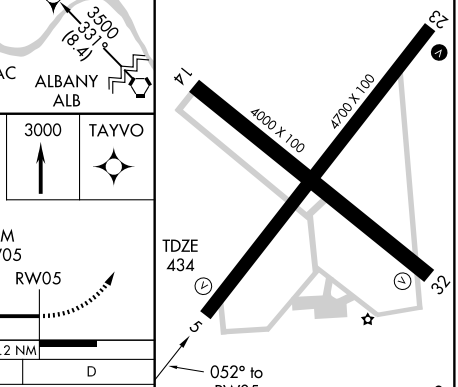
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 80 feet, LNAV Cat. C/D, Circling Cat. C visibility ¼ mile, and Circling Cat. D visibility ½ mile. VDP NA when using Albany altimeter setting.

MISSED APPROACH: Climb to 3000 direct TAYVO and hold.

AWOS-3	ALBANY APP CON	CLNC DEL (GCO)	UNICOM
132.025	118.05 263.075	118.125	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	860-1 426 (500-1)		860-1¼ 426 (500-1¼)	
CIRCLING	1000-1 566 (600-1)	1020-1 586 (600-1)	1080-1¾ 646 (700-1¾)	1100-2 666 (700-2)

REIL Rwy 23 L
MIRL Rwy 5-23 L
MIRL Rwy 14-32
REIL Rwys 5 and 32

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4700
CH 56611	233°	TDZE	431
W23A		Apt Elev	434

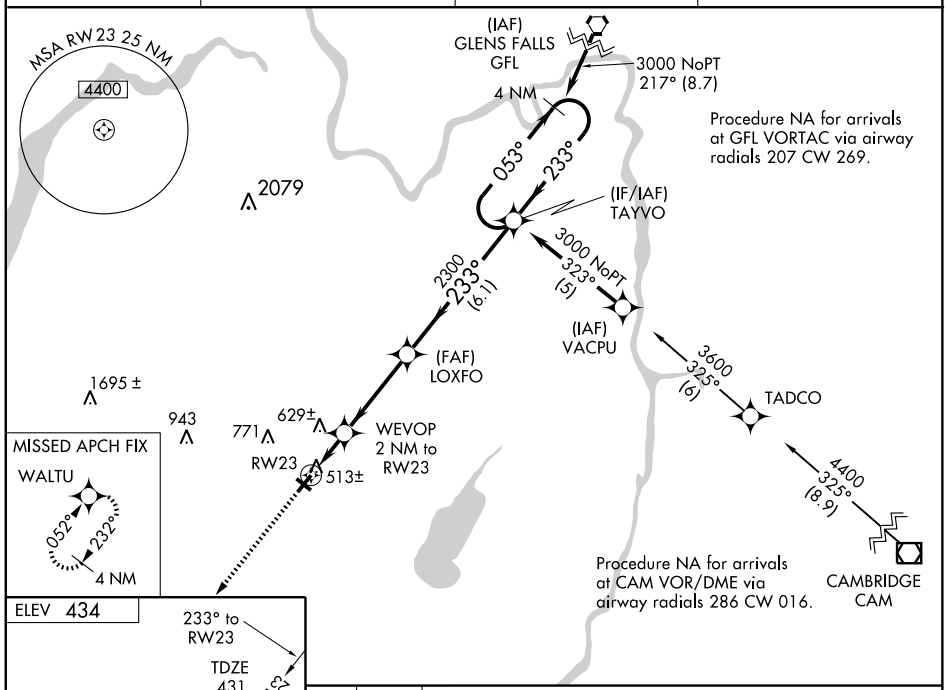
RNAV (GPS) RWY 23

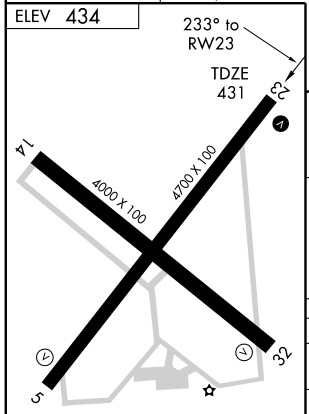
SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

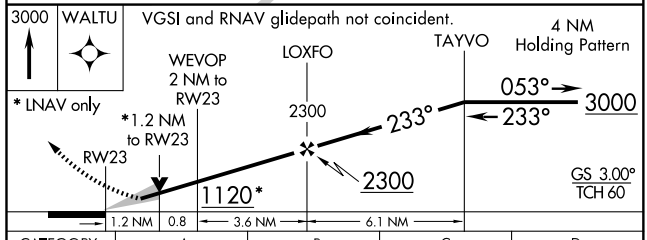
Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Albany altimeter setting and increase all DA 64 feet, and MDA 80 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile.
Increase LNAV and Circling Cat. C visibility ¼ mile and Circling Cat. D visibility ½ mile.
VDP NA when using Albany altimeter setting.

MISSED APPROACH: Climb to 3000 direct WALTU and hold.

AWOS-3	ALBANY APP CON	CLNC DEL (GCO)	UNICOM
132.025	118.05 263.075	118.125	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	745-1 314 (400-1)			
LNAV/ VNAV DA	1046-2¼ 615 (700-2¼)			
LNAV MDA	860-1 429 (500-1)		860-1¼ 429 (500-1¼)	860-1½ 429 (500-1½)
CIRCLING	1000-1 566 (600-1)	1020-1 586 (600-1)	1080-1¾ 646 (700-1¾)	1100-2 666 (700-2)

REIL Rwy 23 L
MIRL Rwy 5-23 L
MIRL Rwy 14-32
REIL Rwys 5 and 32

NE-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME-A

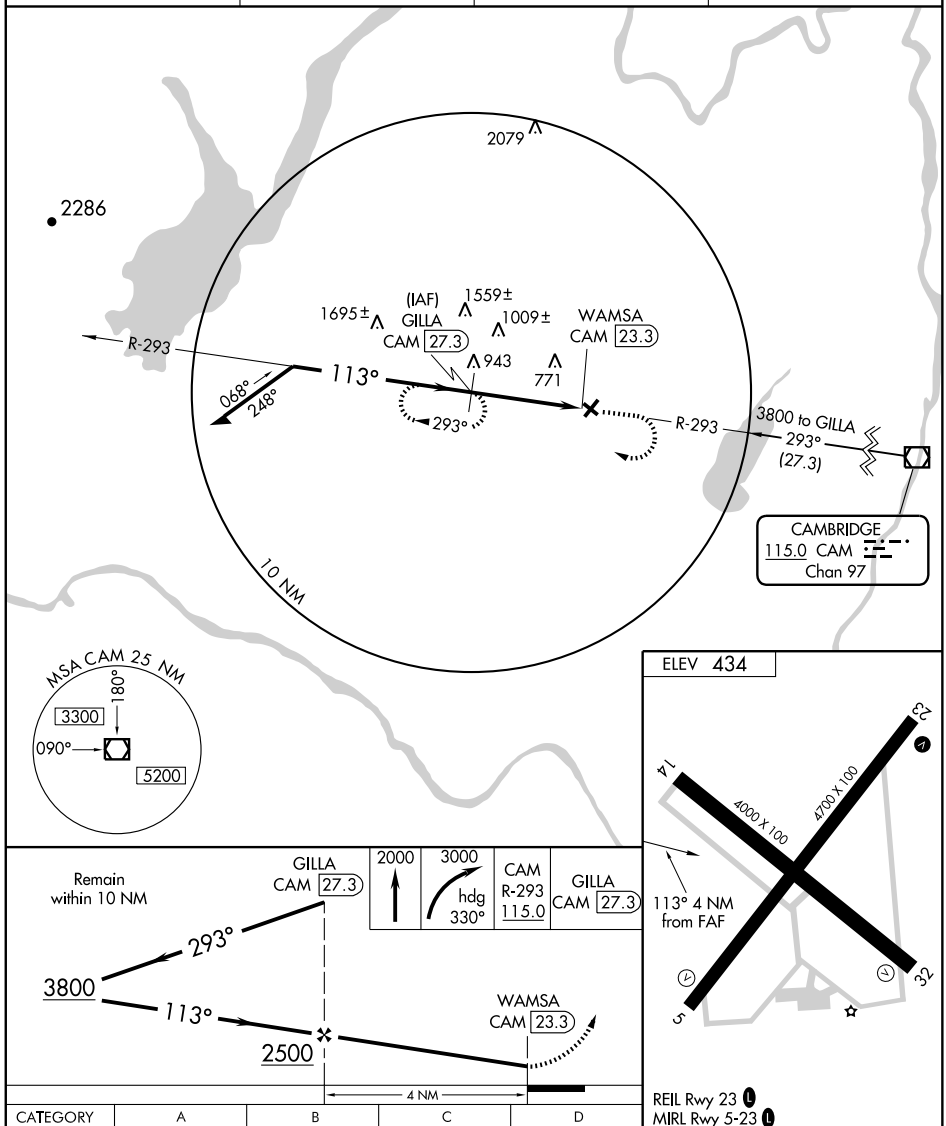
SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

VOR/DME CAM	APP CRS	Rwy Idg	N/A
115.0	113°	TDZE	N/A
Chan 97		Apt Elev	434

When local altimeter setting not received use Albany altimeter setting and increase all MDA 80 feet, and Cat A, C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 330° and CAM VOR/DME R-293 to GILLA/CAM 27.3 DME and hold.

AWOS-3	ALBANY APP CON	CLNC DEL (GCO)	UNICOM
132.025	118.05 263.075	118.125	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1260-1 826 (900-1)	1260-1¼ 826 (900-1¼)	1260-2½ 826 (900-2½)	1260-2¾ 826 (900-2¾)

REIL Rwy 23 L
MIRL Rwy 5-23 L
MIRL Rwy 14-32
REIL Rwys 5 and 32

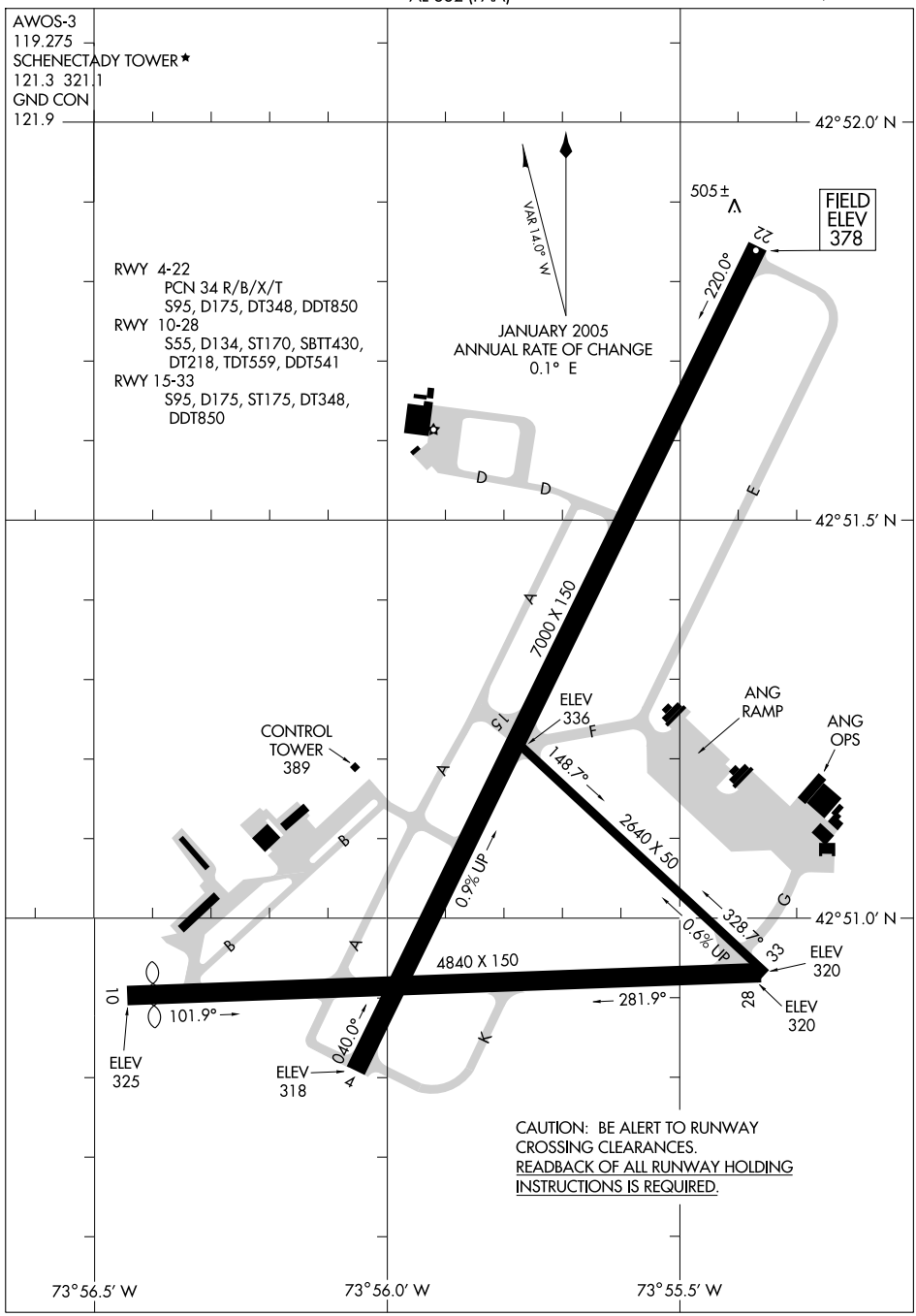
NE-2, 14 JAN 2010 to 11 FEB 2010

09183

AIRPORT DIAGRAM

AL-382 (FAA)

SCHENECTADY COUNTY (SCH)
SCHENECTADY, NEW YORK



NE-2, 14 JAN 2010 to 11 FEB 2010

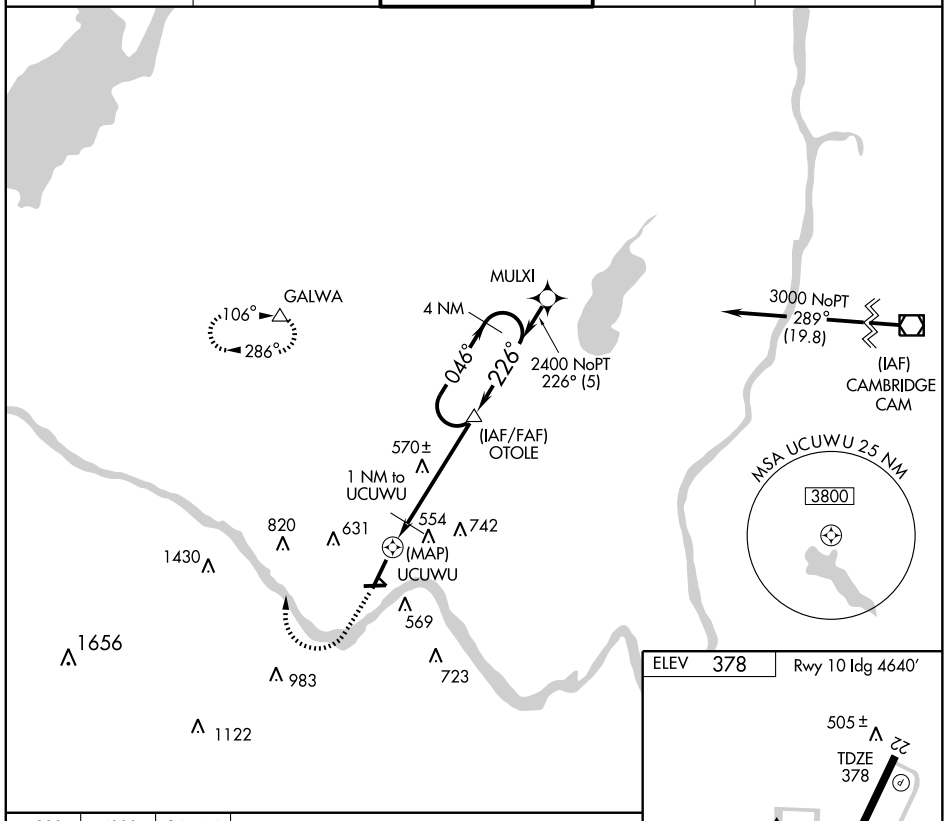
APP CRS	Rwy Idg	7000
226°	TDZE	378
	Apt Elev	378

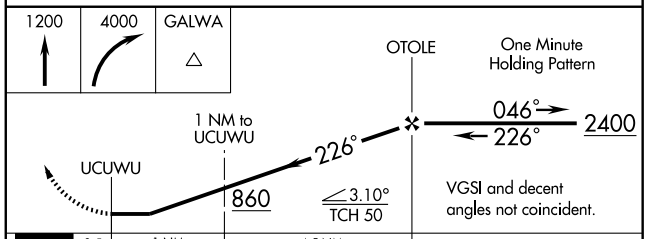
GPS RWY 22
SCHENECTADY COUNTY (SCH)

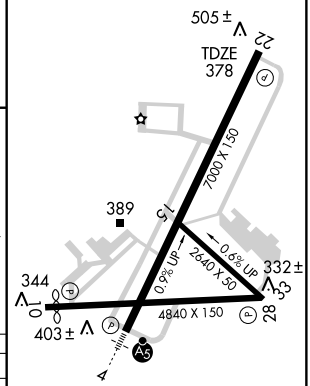
NA

MISSED APPROACH: Climb to 1200, then climbing right turn to 4000 direct GALWA WP and hold.

AWOS-3	ALBANY APP CON	SCHENECTADY TOWER*	GND CON	UNICOM
119.275	118.05 263.075	121.3 (CTAF) L 321.1	121.9	122.975







CATEGORY	A	B	C	D
S-22	760-1 382 (400-1)			760-1¼ 382 (400-1¼)
CIRCLING	880-1 502 (600-1)		900-1½ 522 (600-1½)	1000-2 622 (700-2)

REIL Rwy 28
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L

NE-2. 14 JAN 2010 to 11 FEB 2010

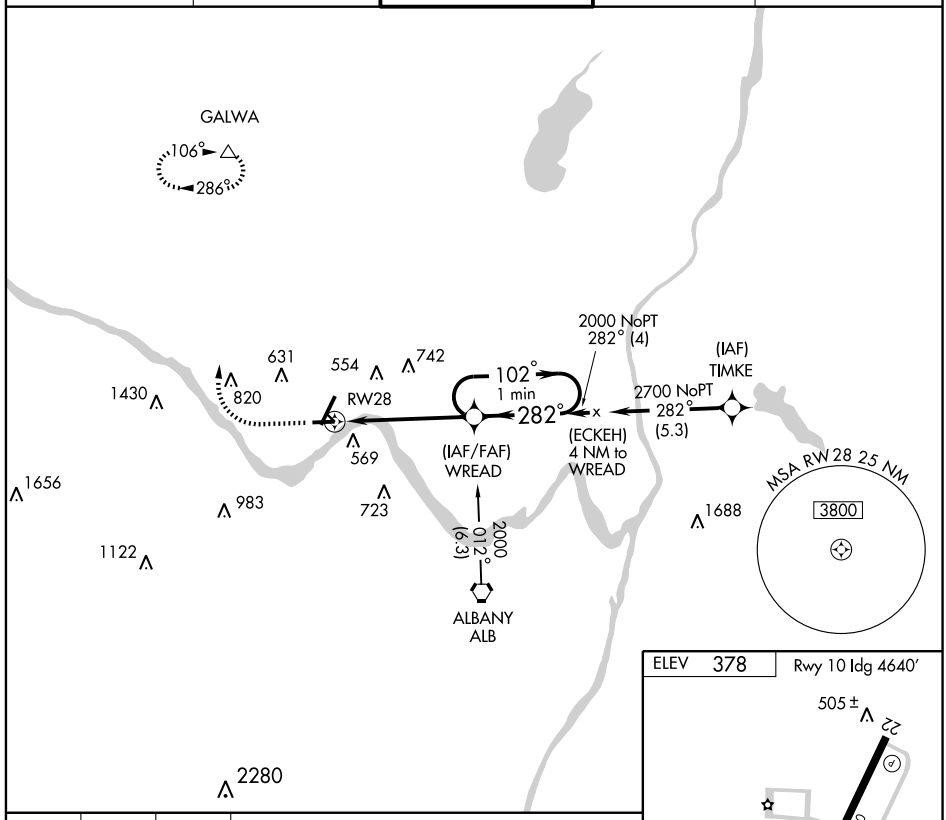
APP CRS		
282°	Rwy Idg	4840
	TDZE	323
	Apt Elev	378

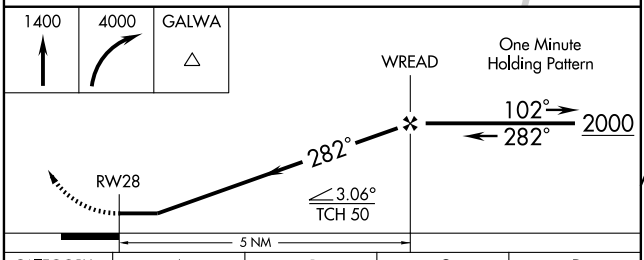
GPS RWY 28
SCHENECTADY COUNTY (SCH)

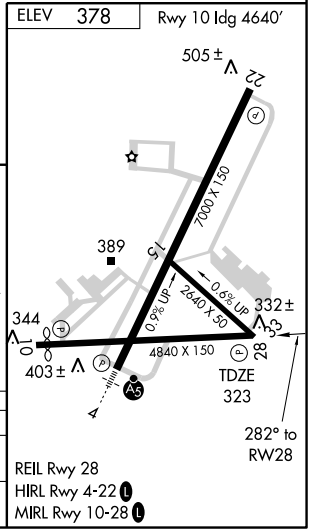
NA

MISSED APPROACH: Climb to 1400, then climbing right turn to 4000 direct GALWA WP and hold.

AWOS-3	ALBANY APP CON	SCHENECTADY TOWER*	GND CON	UNICOM
119.275	118.05 263.075	121.3 (CTAF) L 321.1	121.9	122.975







CATEGORY	A	B	C	D
S-28	780-1	457 (500-1)	780-1¼ 457 (500-1¼)	780-1½ 457 (500-1½)
CIRCLING	880-1	502 (600-1)	900-1½ 522 (600-1½)	1000-2 622 (700-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-SCH	APP CRS	Rwy Idg	7000
109.7	040°	TDZE	338
		Apt Elev	378

ILS RWY 4
SCHENECTADY COUNTY (SCH)

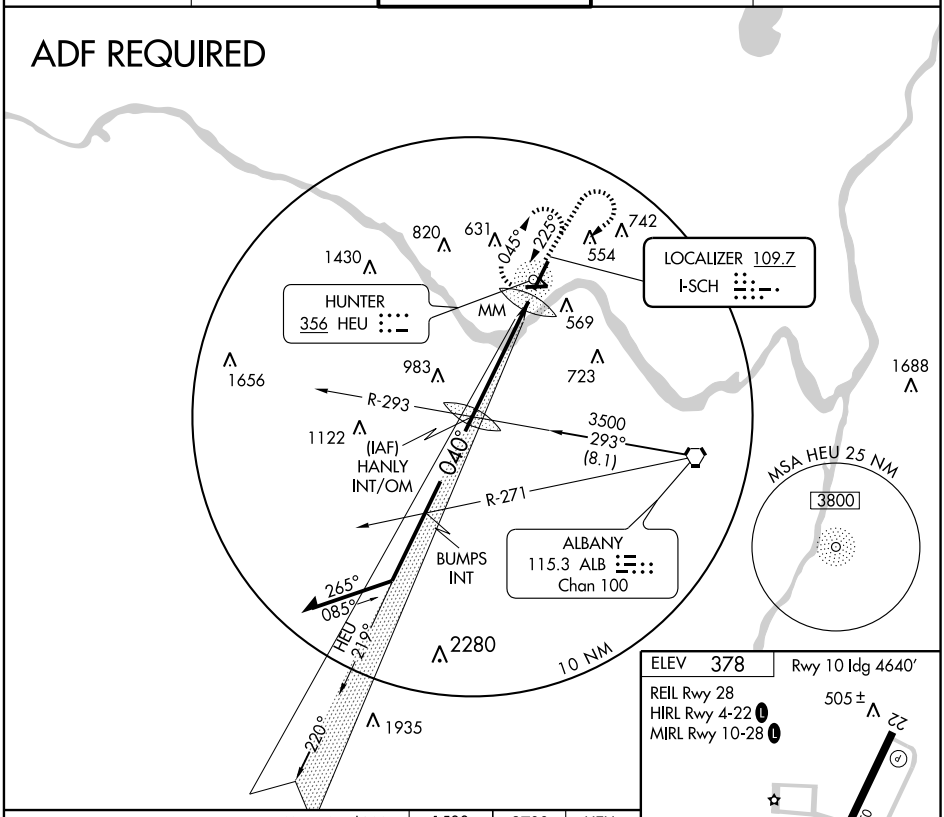
Inoperative table does not apply to S-LOC 4 CAT C.

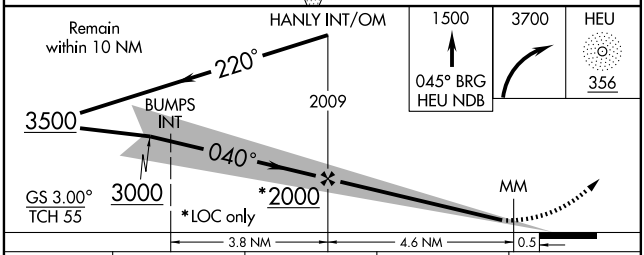
MALSR

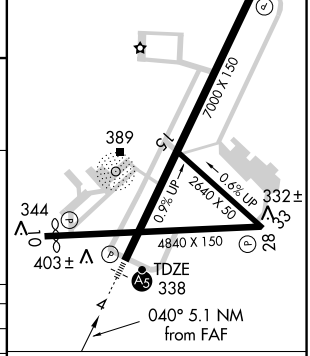
MISSED APPROACH: Climb to 1500 via 045° bearing from HEU NDB, then climbing right turn to 3700 direct HEU NDB and hold.

AWOS-3	ALBANY APP CON	SCHENECTADY TOWER*	GND CON	UNICOM
119.275	118.05 263.075	121.3 (CTAF) L 321.1	121.9	122.975

ADF REQUIRED







CATEGORY	A	B	C	D
S-ILS 4	555-¾ 217 (200-¾)			
S-LOC 4	740-¾ 402 (400-¾)		740-1¼ 402 (400-1¼)	
CIRCLING	880-1 502 (600-1)		900-1½ 522 (600-1½)	1000-2 622 (700-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2. 14 JAN 2010 to 11 FEB 2010

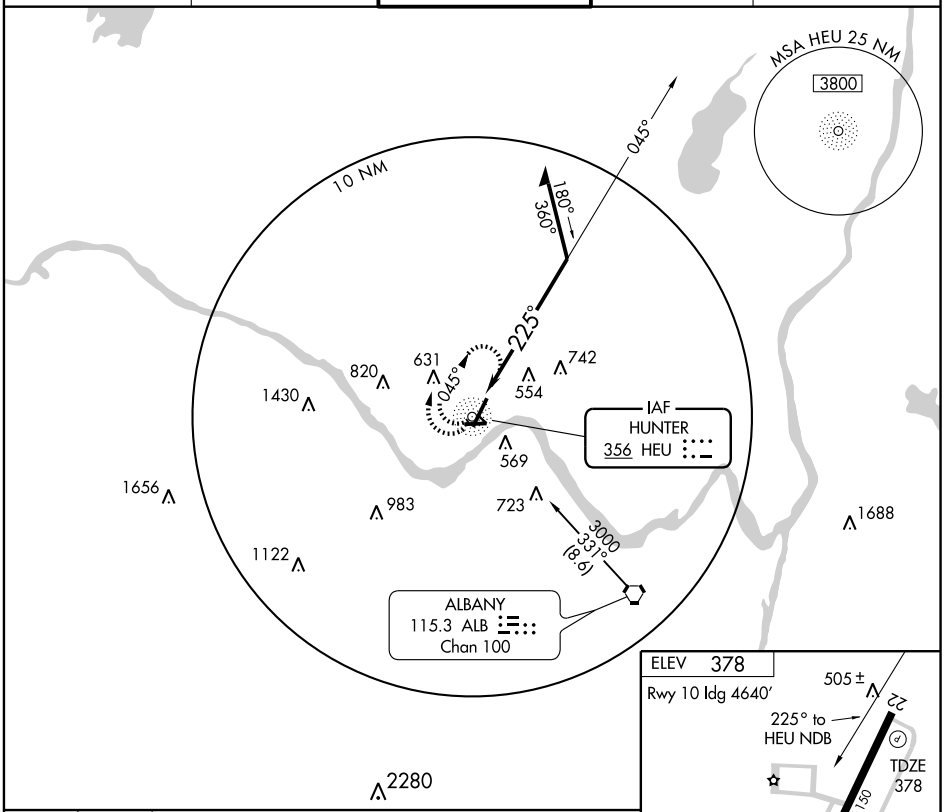
NDB HEU 356	APP CRS 225°	Rwy Idg 7000 TDZE 378 Apt Elev 378

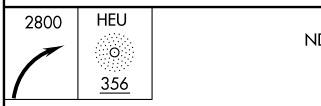
NDB RWY 22

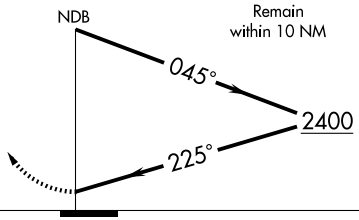
SCHENECTADY COUNTY (SCH)

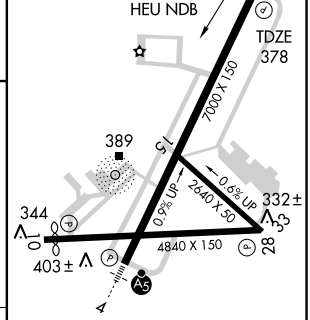
MISSED APPROACH: Climbing right turn to 2800 in HUNTER NDB holding pattern.

AWOS-3	ALBANY APP CON	SCHENECTADY TOWER*	GND CON	UNICOM
119.275	118.05 263.075	121.3 (CTAF) L 321.1	121.9	122.975









CATEGORY	A	B	C	D
S-22	980-1	602 (700-1)	980-1¾ 602 (700-1¾)	980-2 602 (700-2)
CIRCLING	980-1	602 (700-1)	980-1¾ 602 (700-1¾)	1000-2 622 (700-2)

REIL Rwy 28
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3786
007°	TDZE	492
	Apt Elev	492

RNAV (GPS) RWY 1

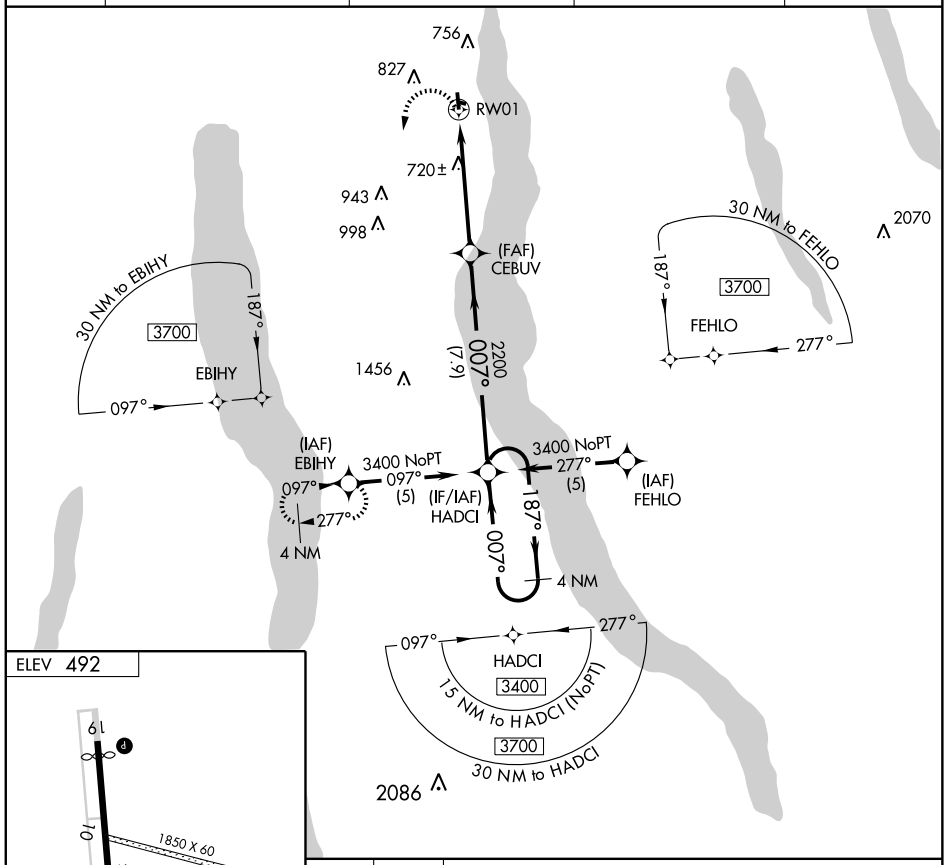
SENECA FALLS / FINGER LAKES RGNL (ØG7)

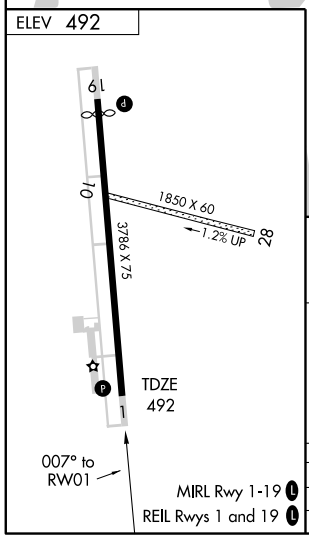
When local altimeter setting not received, use Syracuse Hancock altimeter setting.
DME/DME RNP-0.3 NA.

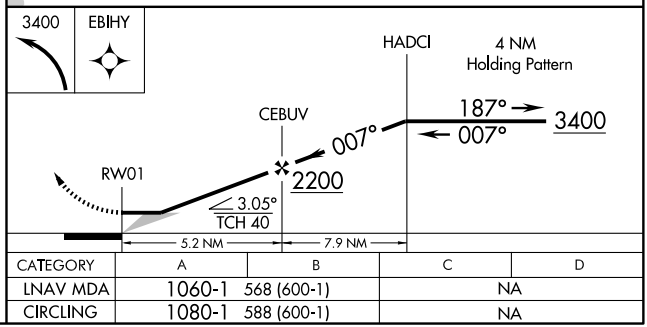
NA

MISSED APPROACH: Climbing left turn to 3400 direct EBIHY WP and hold.

AWOS-3	SYRACUSE APP CON	ROCHESTER APP CON	ELMIRA APP CON ★	UNICOM
120.0	126.125 269.125 (E-NE)	119.55 269.6 (W-NW)	124.3 257.8 (SW-SE)	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1060-1	568 (600-1)	NA	
CIRCLING	1080-1	588 (600-1)	NA	

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-HWV	APP CRS	Rwy Idg	4200
108.95	059°	TDZE	81
		Apt Elev	82

ILS RWY 6

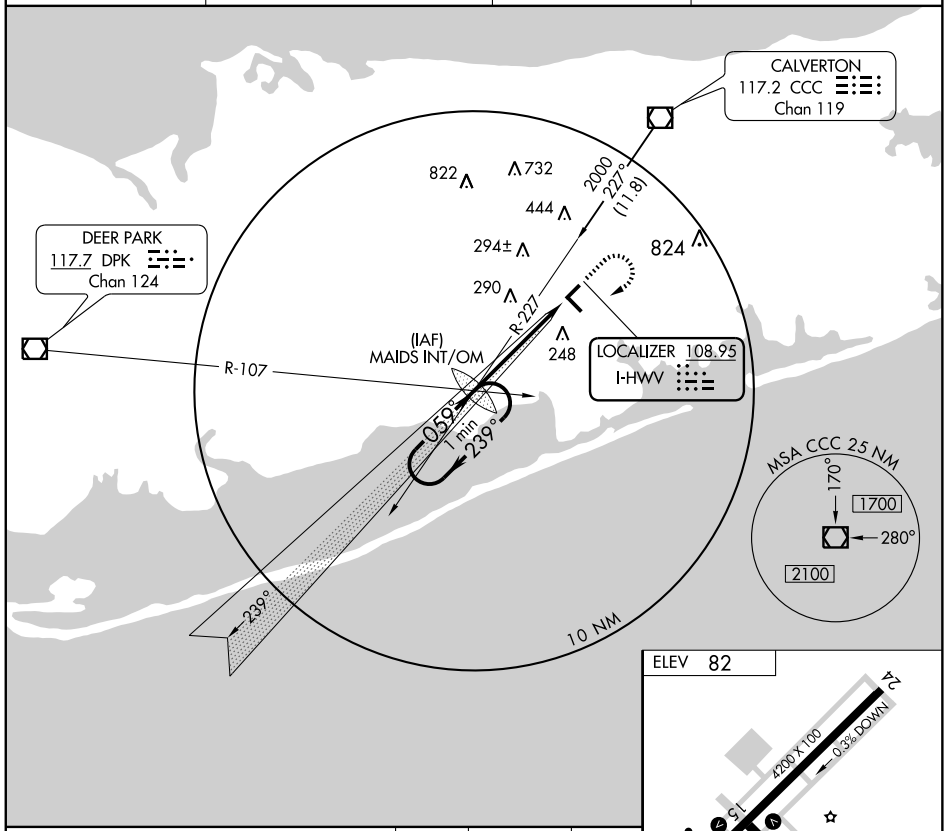
SHIRLEY / BROOKHAVEN (HWV)

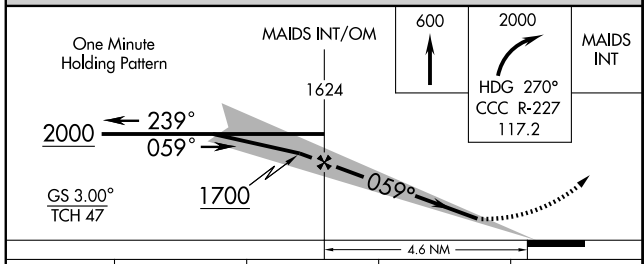
Use Long Island MacArthur altimeter setting.
ILS unusable from MM inbound.

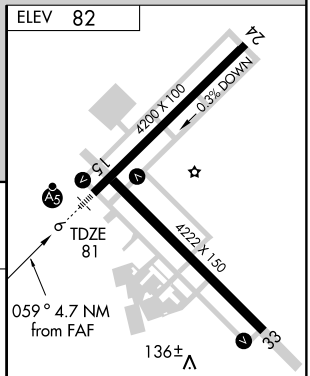
MALSR

MISSED APPROACH: Climb to 600, then climbing right turn to 2000 via heading 270° and CCC VOR/DME R-227 to MAIDS Int and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 6	309-½	228 (300-½)	NA	
S-LOC 6	560-½	479 (500-½)	NA	
CIRCLING	600-1	518 (600-1)	NA	

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4200
059°	TDZE	77
	Apt Elev	81

RNAV (GPS) RWY 6

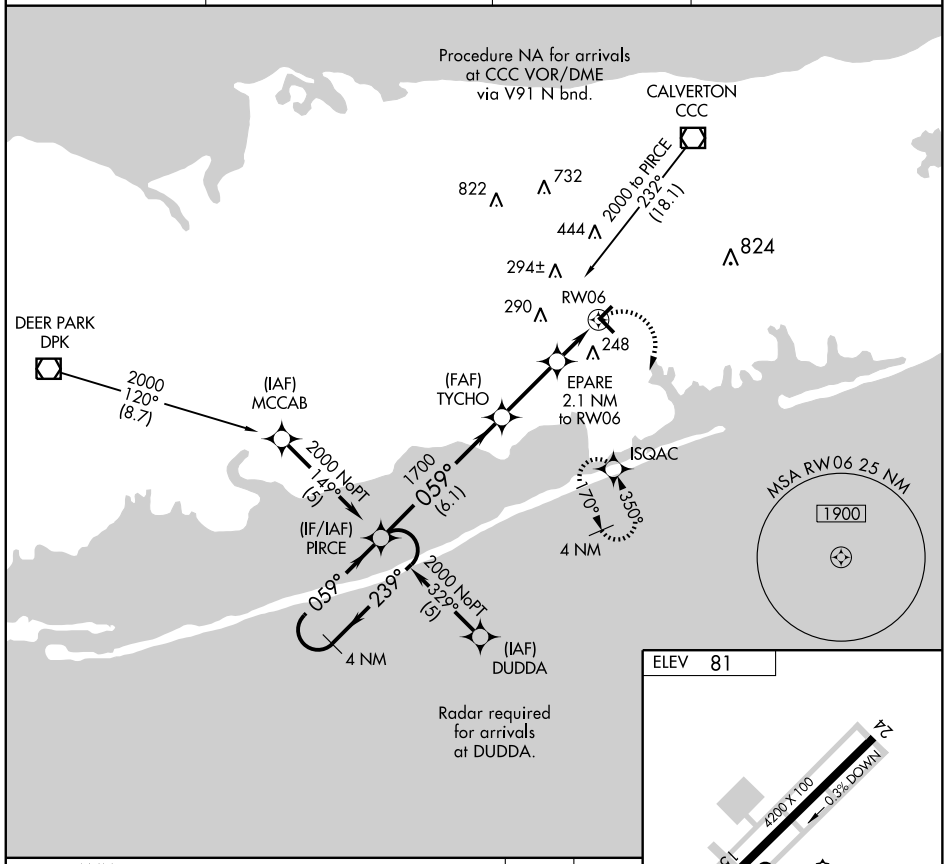
SHIRLEY / BROOKHAVEN (HWV)

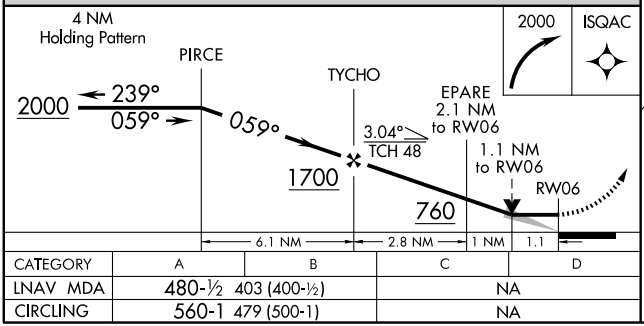
If local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

MALSR

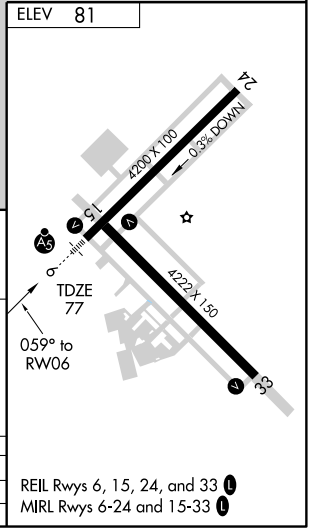
MISSED APPROACH: Climbing right turn to 2000 direct ISQAC and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	480-½ 403 (400-½)		NA	
CIRCLING	560-1 479 (500-1)		NA	



REIL Rwys 6, 15, 24, and 33 L
MIRL Rwys 6-24 and 15-33 L

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 90402 W15A	APP CRS 149°	Rwy Idg 4222 TDZE 70 Apt Elev 81

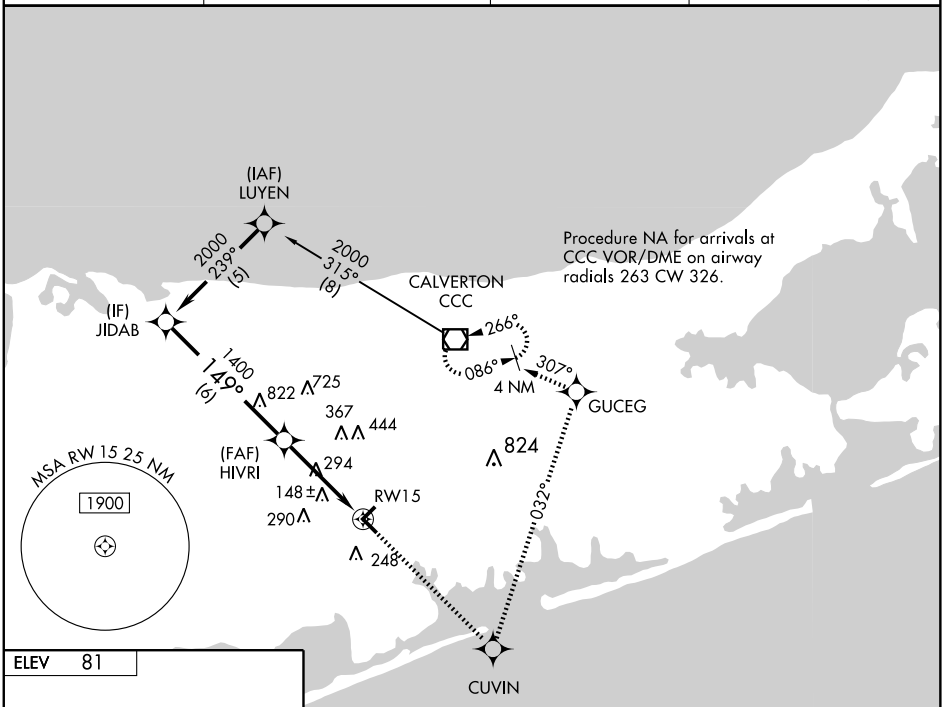
RNAV (GPS) RWY 15

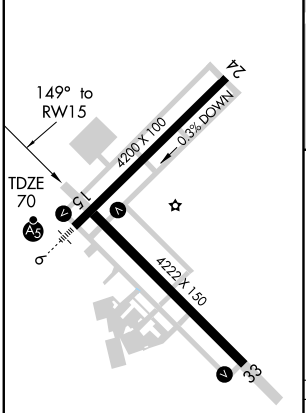
SHIRLEY / BROOKHAVEN (HWV)

DME/DME RNP-0.3 NA.Visibility reduction by helicopters NA. If local altimeter setting not received, use Islip altimeter setting and increase LPV DA to 420 and all MDAs 40 feet. VDP NA when using Islip altimeter setting.

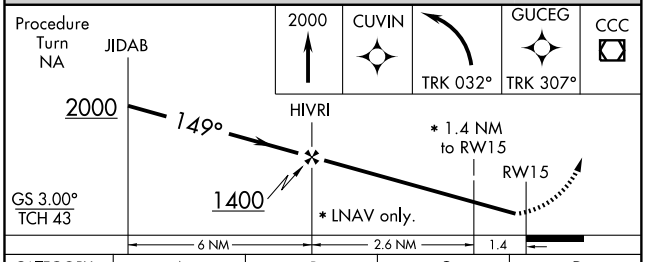
MISSED APPROACH: Climb to 2000 direct CUVIN and left turn via 032° track to GUCEG and 307° track to CCC VOR/DME and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L





REIL Rwys 6, 15, 24, and 33 L
MIRL Rwys 6-24 and 15-33 L



CATEGORY	A	B	C	D
LPV DA	392-1¼	322 (400-1¼)	NA	
LNAV MDA	560-1	490 (500-1)	NA	
CIRCLING	560-1	479 (500-1)	NA	

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4222
CH 40412	329°	TDZE	67
W33A		Apt Elev	81

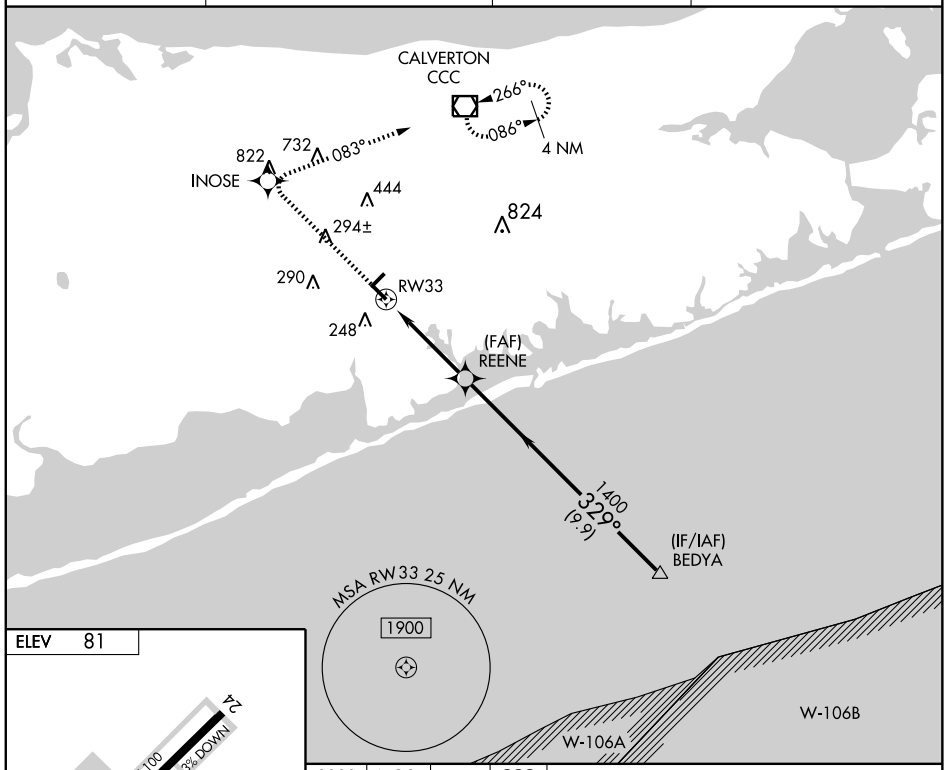
RNAV (GPS) RWY 33

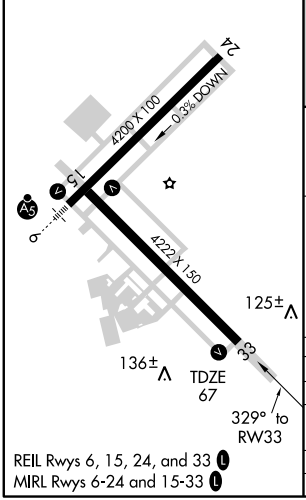
SHIRLEY / BROOKHAVEN (HWV)

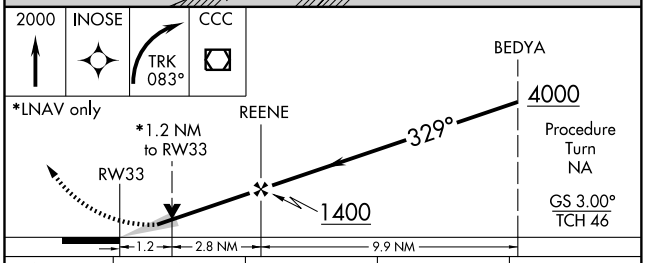
Baro-VNAV NA when using Islip altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 28 feet and all MDA 40 feet, and increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Islip altimeter setting.

MISSED APPROACH: Climb to 2000 direct INOSE and right turn via track 083° to CCC VOR/DME and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	346-1	279 (300-1)	NA	
LNAV/VNAV DA	449-1¼	382 (400-1¼)	NA	
LNAV MDA	500-1	433 (500-1)	NA	
CIRCLING	560-1	479 (500-1)	NA	

REIL Rwys 6, 15, 24, and 33 L
MIRL Rwys 6-24 and 15-33 L

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4200
239°	TDZE	81
	Apt Elev	81

RNAV (GPS) Y RWY 24

SHIRLEY / BROOKHAVEN (HWV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct YINTU and left turn via 149° track to ISQAC and hold, continue climb-in-hold to 2000.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L

BRIDGEPORT BDR

2000 135° (18)

Procedure NA for arrivals at BDR VOR/DME via V44-91 NW bnd.

(IAF) OCTAV

2000 149° (5)

(IF) ARDIS

Procedure NA for arrivals at HTO VORTAC on airway radials 236 CW 285.

HAMPTON HTO

2000 277° (14.3)

(IAF) FRANQ

2000 329° (5)

1700 239° (5.1)

(FAF) WEENG

822 725 444 824 213± 148± 290

(MAP) KOYEN

MSA KOYEN 25 NM

1900

YINTU 248

149°

ISQAC

170° 350°

4 NM

ELEV 81

24 15 33 6 24 15 33

4200 X 100

0.3% DOWN

TDZE 81

4222 X 150

REIL Rwys 6, 15, 24, and 33 L

MIRL Rwys 6-24 and 15-33 L

2000 | YINTU | TRK 149° | ISQAC

KOYEN WEENG ARDIS Procedure Turn NA

239° 2000 1700 3.04° TCH 45

0.5 4.4 NM 5.1 NM

CATEGORY	A	B	C	D
LNAV MDA	480-1	399 (400-1)	NA	
CIRCLING	560-1	479 (500-1)	NA	

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4200
CH 56601	239°	TDZE	81
W24A		Apt Elev	81

RNAV (GPS) Z RWY 24

SHIRLEY / BROOKHAVEN (HWV)

T A W DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Islip altimeter setting and increase LPV DA to 378, and all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct YINTU and left turn via 149° track to ISQAC and hold, continue climb-in-hold to 2000.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L

BRIDGEPORT BDR

2000 135° (18)

Procedure NA for arrivals at BDR VOR/DME via V44-91 NW bnd.

(IAF) OCTAV

2000 149° (5)

Procedure NA for arrivals at HTO VORTAC on airway radials 236 CW 285.

(IF) ARDIS

1700 239° (5.1)

2000 329° (5)

HAMPTON HTO

2000 277° (14.3)

(IAF) FRANQ

822 725 WEENG 444 824

MSA RW24 25 NM 1900

148 ± 290 RW24 248

YINTU 149°

ISQAC 170° 350° 4 NM

ELEV 81

240° to RW24

4200 X 100 0.3% DOWN

TDZE 81

4222 X 150

REIL Rwys 6, 15, 24, and 33 L

MIRL Rwys 6-24 and 15-33 L

2000 | YINTU | TRK 149° | ISQAC

Procedure Turn NA

ARDIS 2000

WEENG 239°

RW24 1700

GS 3.00° TCH 45

4.9 NM 5.1 NM

CATEGORY	A	B	C	D
LPV DA	350-1 269 (300-1)		NA	
CIRCLING	560-1 479 (500-1)		NA	

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME CCC 117.2 Chan 119	APP CRS 042°	Rwy Idg 4200 TDZE 77 Apt Elev 81

VOR RWY 6

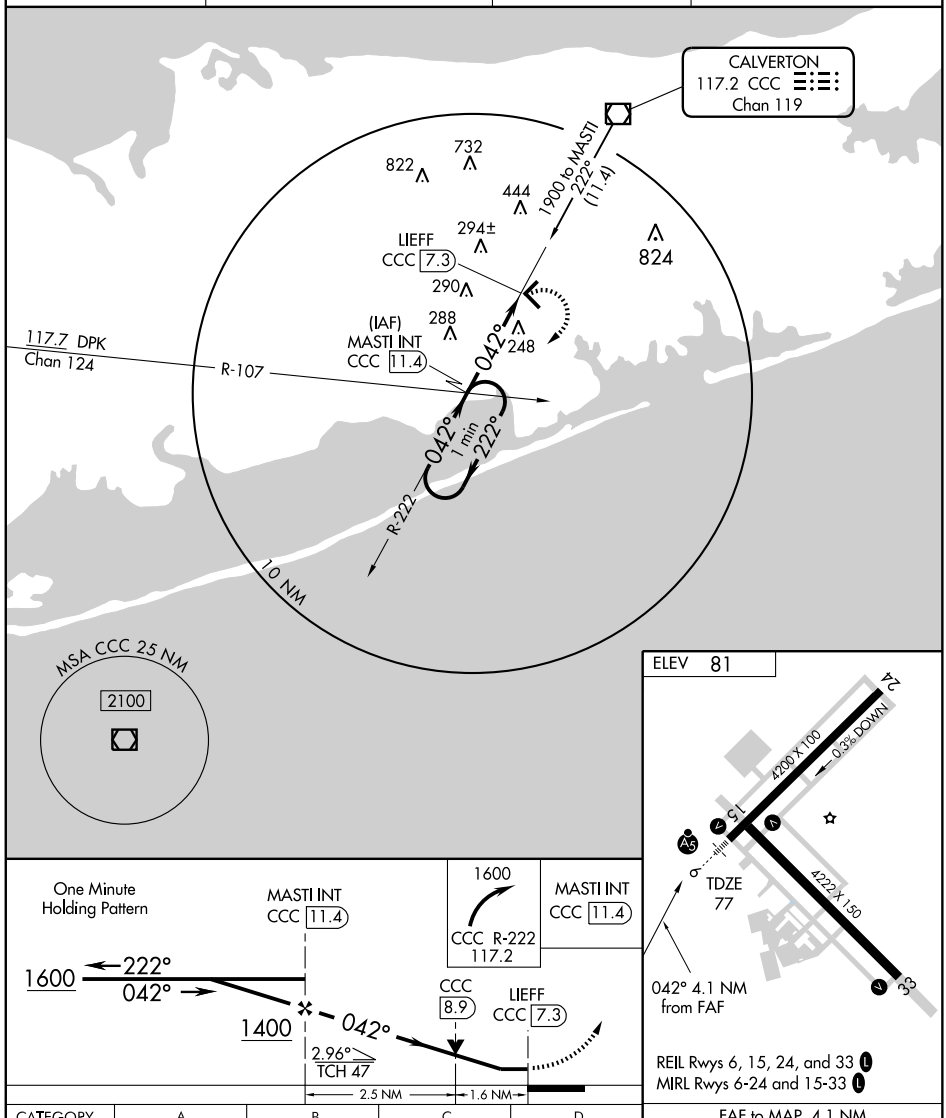
SHIRLEY / BROOKHAVEN (HWV)

Inoperative table does not apply. When local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet.

MALSR

MISSED APPROACH: Climbing right turn to 1600 via CCC VOR/DME R-222 to MASTI Int/11.4 DME and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L



REIL Rwys 6, 15, 24, and 33 L
MIRL Rwys 6-24 and 15-33 L

CATEGORY	A	B	C	D
S-6	620-1	543 (600-1)	NA	
CIRCLING	620-1	539 (600-1)	NA	

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-2. 14 JAN 2010 to 11 FEB 2010

SIDNEY, NEW YORK AL-6076 (FAA)

APP CRS	Rwy Idg	4204
071°	TDZE	1027
	Apt Elev	1027

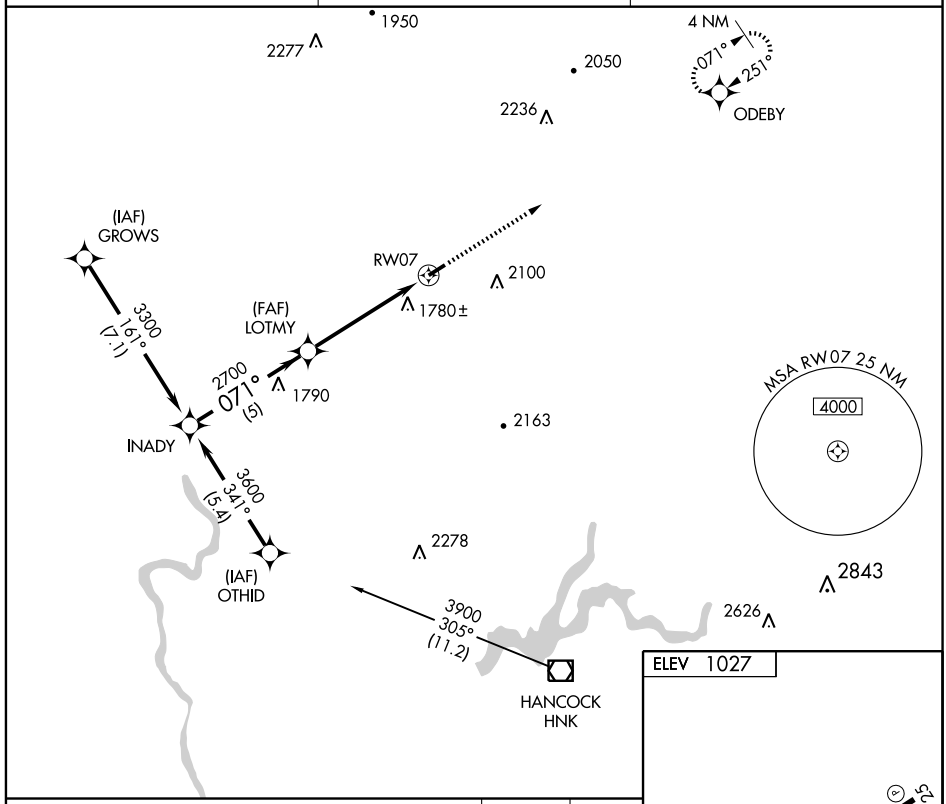
RNAV (GPS) RWY 7
SIDNEY MUNI (N23)

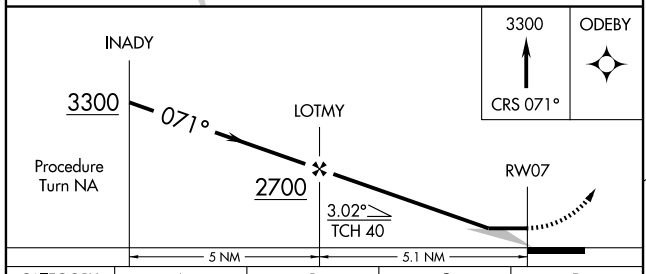
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDAs 140 feet.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

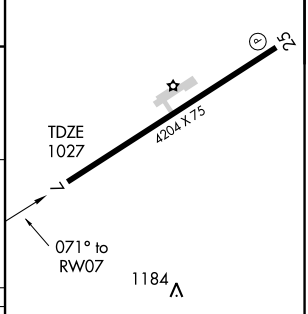
NA

MISSED APPROACH: Climb to 3300 via 071° course to ODEBY WP and hold.

BOSTON CENTER	UNICOM	AWOS-3
133.25 279.5	122.8 (CTAF) L	118.275







CATEGORY	A	B	C	D
LNAV MDA	2040-1¼ 1013 (1100-1¼)	2040-1½ 1013 (1100-1½)	2040-3 1013 (1100-3)	NA
CIRCLING	2120-1¼ 1093 (1100-1¼)	2140-1½ 1113 (1200-1½)	2180-3 1153 (1200-3)	NA

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

NE-2, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 25

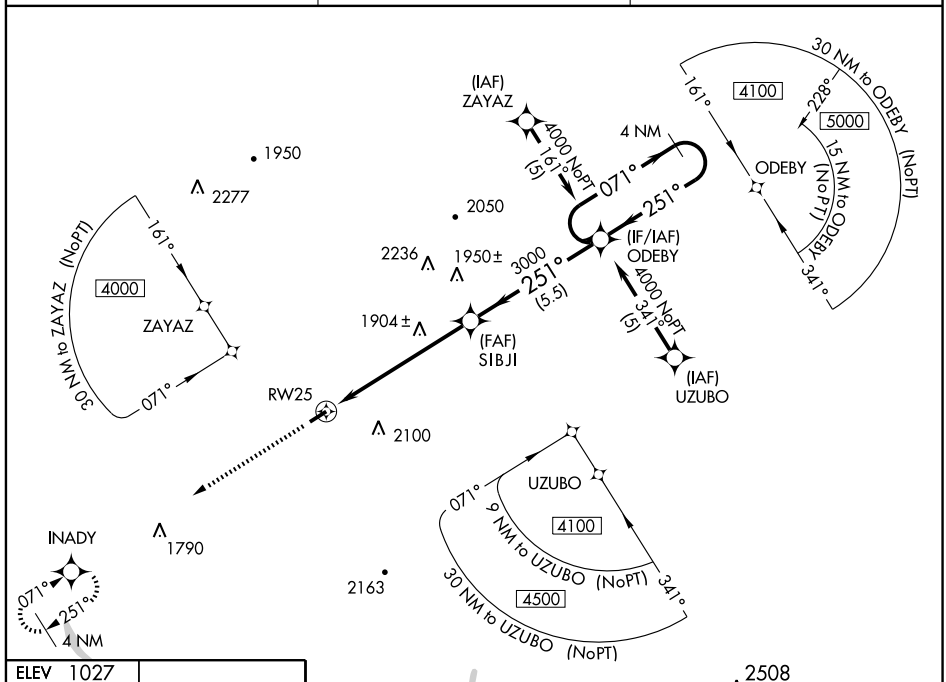
SIDNEY MUNI (N23)

APP CRS	Rwy Idg	4204
251°	TDZE	1027
	Apt Elev	1027

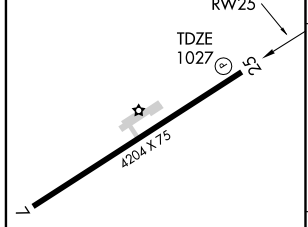
Obtain local altimeter setting on CTAF; when not received, use Binghamton altimeter setting and increase all MDAs 140 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

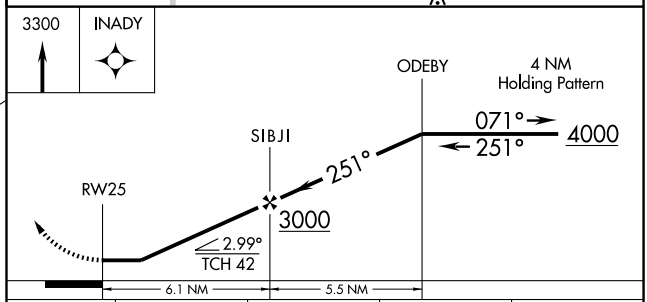
MISSED APPROACH: Climb to 3300 direct INADY WP and hold.

BOSTON CENTER	UNICOM	AWOS-3
133.25 279.5	122.8 (CTAF) L	118.275



ELEV 1027





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ DA VNAV	NA			
LNAV MDA	2320-1¼ 1293 (1300-1¼)	2320-1½ 1293 (1300-1½)	2320-3 1293 (1300-3)	NA
CIRCLING	2320-1¼ 1293 (1300-1¼)	2320-1½ 1293 (1300-1½)	2320-3 1293 (1300-3)	NA

1184

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

NE-2. 14 JAN 2010 to 11 FEB 2010

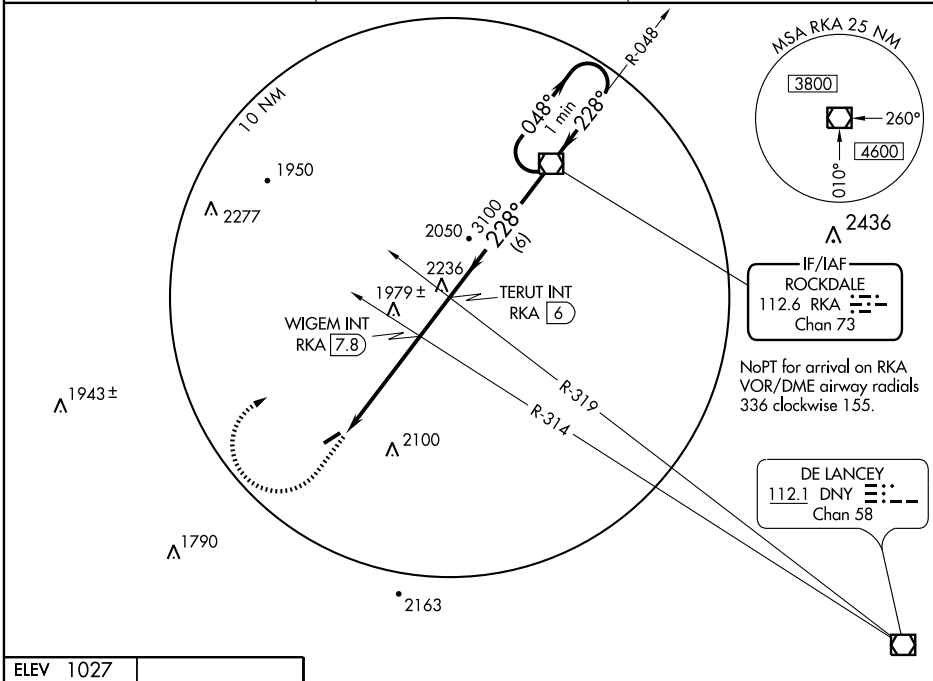
VOR/DME RKA	APP CRS	Rwy Idg	4204
112.6	228°	TDZE	1027
Chan 73		Apt Elev	1027

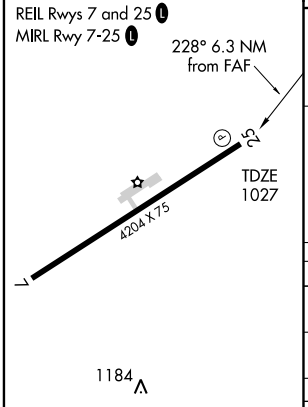
VOR RWY 25
SIDNEY MUNI (N23)

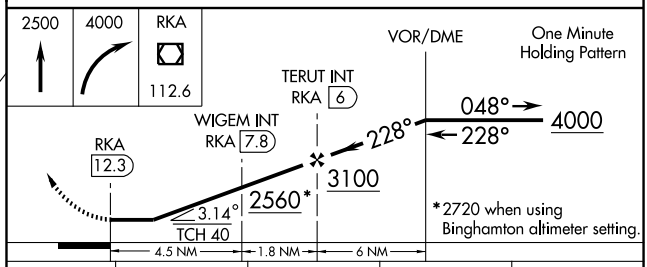
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet.

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct RKA VOR/DME and hold.

BOSTON CENTER	UNICOM	AWOS-3
133.25 279.5	122.8 (CTAF) L	118.275







CATEGORY	A	B	C	D
S-25	2560-1¼ 1533 (1600-1¼)	2560-1½ 1533 (1600-1½)	2560-3 1533 (1600-3)	NA
CIRCLING	2560-1¼ 1533 (1600-1¼)	2560-1½ 1533 (1600-1½)	2560-3 1533 (1600-3)	NA
WIGEM FIX MINIMUMS				
S-25	2300-1¼ 1273 (1300-1¼)	2300-1½ 1273 (1300-1½)	2300-3 1273 (1300-3)	NA
CIRCLING	2300-1¼ 1273 (1300-1¼)	2300-1½ 1273 (1300-1½)	2300-3 1273 (1300-3)	NA

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

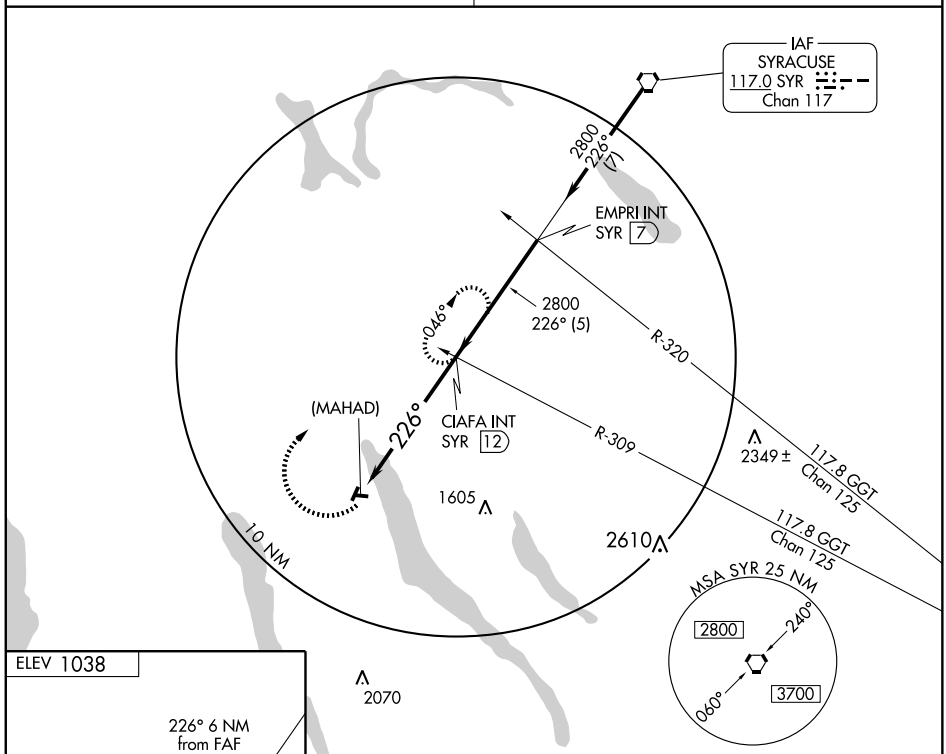
NE-2. 14 JAN 2010 to 11 FEB 2010

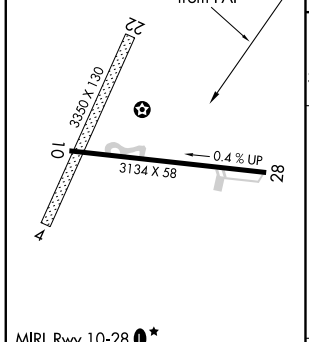
VORTAC SYR 117.0 Chan 117	APP CRS 226°	Rwy Idg N/A TDZE N/A Apt Elev 1038

VOR or GPS-A

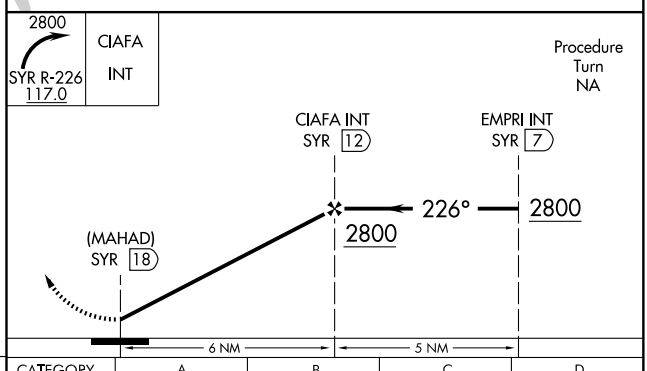
SKANEATELES AERO DROME (6B9)

▼ ▲ NA	Use Syracuse altimeter setting. Two 55′ poles 70′ either side centerline 900′ from AER 28.
MISSED APPROACH: Climbing right turn to 2800 via SYR R-226 to Ciafa Int 12 DME and hold.	
SYRACUSE APP CON **126.125 269.125**	UNICOM **122.8** (CTAF) L





MIRL Rwy 10-28 L ★



FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
CIRCLING	1660-1 622 (700-1)		1720-2 682 (700-2)	NA

NE-2, 14 JAN 2010 to 11 FEB 2010

SOUTH BETHLEHEM, NEW YORK AL-9737 (FAA)

APP CRS	Rwy ldg	2704
008°	TDZE	196
	Apt Elev	196

RNAV (GPS) RWY 1

SOUTH BETHLEHEM / SOUTH ALBANY (4BØ)

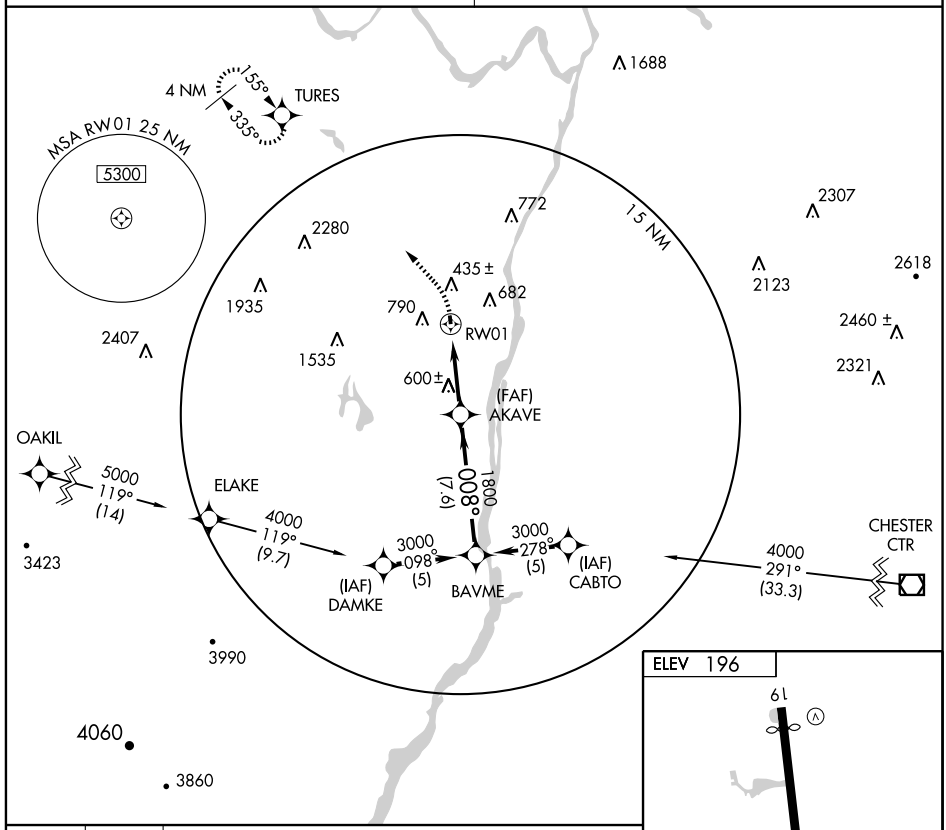
Use Albany Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

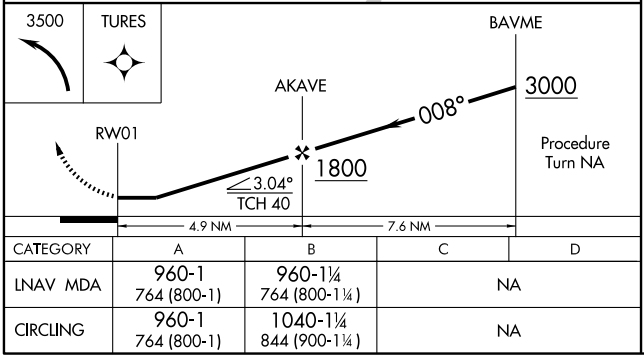
NA

MISSED APPROACH: Climbing left turn to 3500 direct TURES WP and hold.

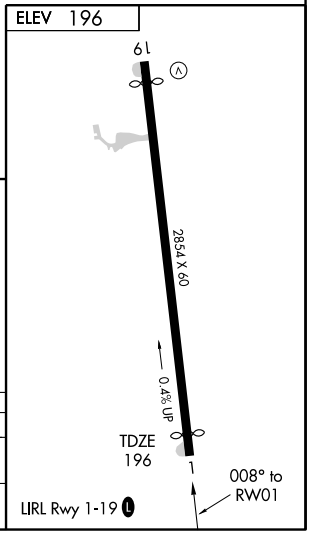
ALBANY APP CON
118.05 263.075

UNICOM
123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	960-1 764 (800-1)	960-1¼ 764 (800-1¼)	NA	
CIRCLING	960-1 764 (800-1)	1040-1¼ 844 (900-1¼)	NA	



NE-2. 14 JAN 2010 to 11 FEB 2010

SOUTH BETHLEHEM, NEW YORK AL-9737 (FAA)

APP CRS	Rwy Idg	2730
188°	TDZE	196
	Apt Elev	196

RNAV (GPS) RWY 19

SOUTH BETHLEHEM / SOUTH ALBANY (4BØ)

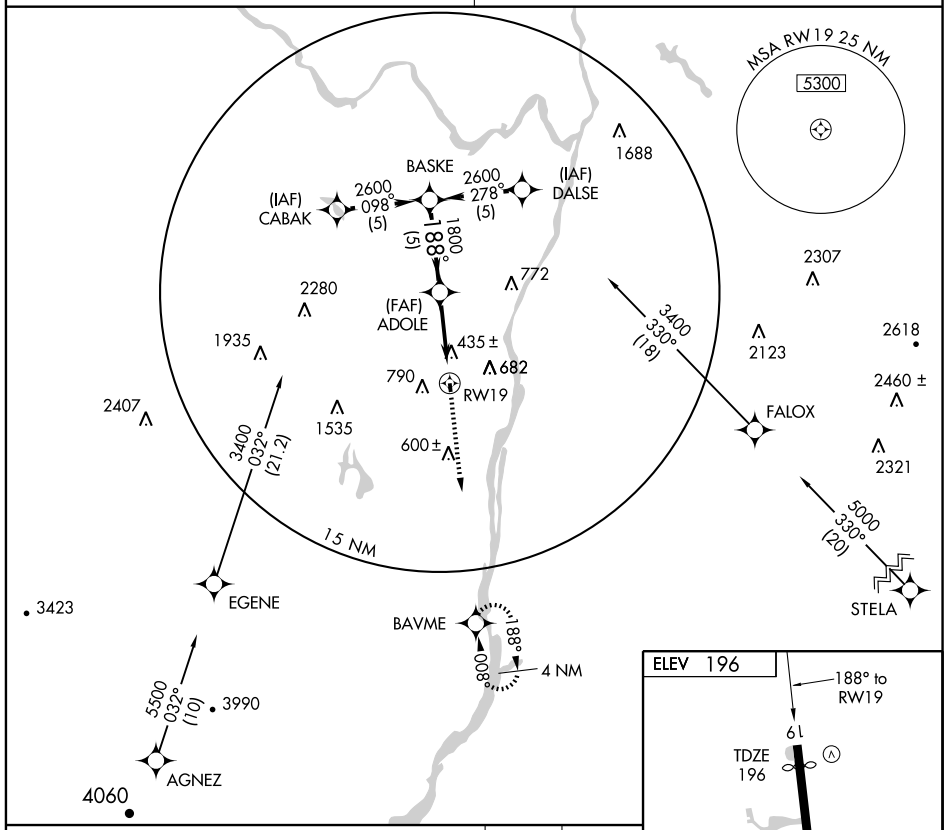
Use Albany Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

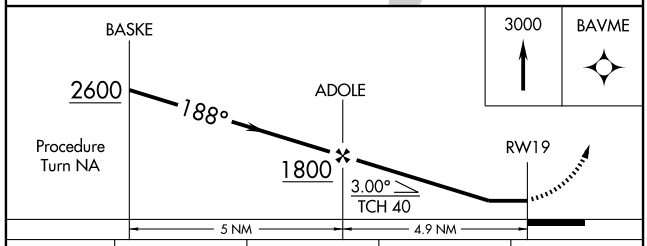
NA

MISSED APPROACH: Climb to 3000 direct BAVME WP and hold.

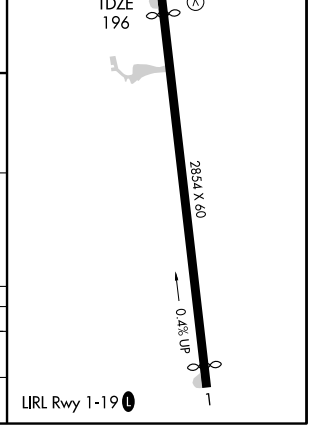
ALBANY APP CON
118.05 263.075

UNICOM
123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	740-1 544 (600-1)		NA	
CIRCLING	840-1 644 (700-1)	1040-1¼ 844 (900-1¼)	NA	



NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
190°	Surface Elev	39
	Apt Elev	5

COPTER RNAV (GPS) 190°

SOUTHAMPTON HELIPORT (87N)

NA

Procedure NA at night. DME/DME RNP-0.3 NA.
Use Westhampton Beach altimeter setting, when not received, use New Haven altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 2000 direct BEADS and hold.

WESTHAMPTON BEACH ASOS	NEW YORK APP CON	CTAF
119.925	125.975	122.9

Procedure NA for arrivals at CCC VOR/DME via V16 southwest bound.

4 NM
190°
010°
Limit final and missed approach maximum airspeed to 70 KIAS.
(IF/IAF) TIDUE
CALVERTON CCC
1700
096°
(14.9)
1700
190° (3)
1800
304°
(7.6)
HAMPTON HTO
(FAF) STAYS
265
824
Proceed visually from CRANN or conduct the specified missed approach.
(MAP) CRANN
190°
0.9 NM
420
SEE INSET
5 NM
056°
236°
BEADS
MSA CRANN 25 NM
1900
(MAP) CRANN
190°
0.9 NM
Southampton Heliport
ELEV 5
44 x 44
1.2 NM
ELEV 5
190° 0.9 NM from MAP
Surface Elevation 39
44 X 44
2000
BEADS
4 NM Holding Pattern
TIDUE
STAYS
1700
010°
190°
190°
1700
CRANN
190°
0.9 NM
6.00°
HVR HT 5
3 NM
3 NM

CATEGORY	COPTER	B	C	D
H-190°	560-1 521 (600-1)	NA		

NE-2, 14 JAN 2010 to 11 FEB 2010

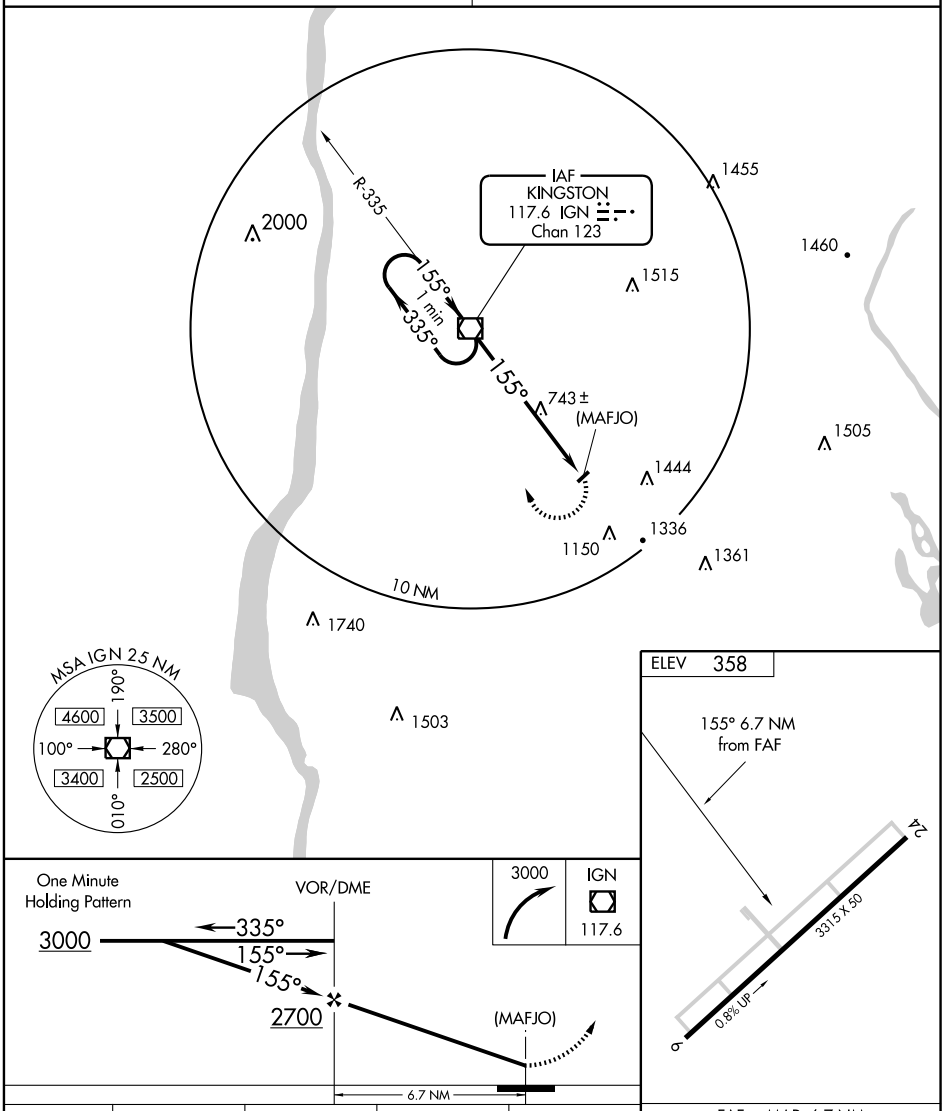
VOR/DME IGN	APP CRS	Rwy Idg	N/A
117.6	155°	TDZE	N/A
Chan 123		Apt Elev	358

VOR or GPS-A
STORMVILLE (N69)

Use Poughkeepsie altimeter setting.
Terrain rises rapidly East and Southeast of airport.
NA Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 3000 direct IGN VOR/DME and hold.

NEW YORK APP CON	UNICOM
132.75 363.1	122.8 (CTAF)

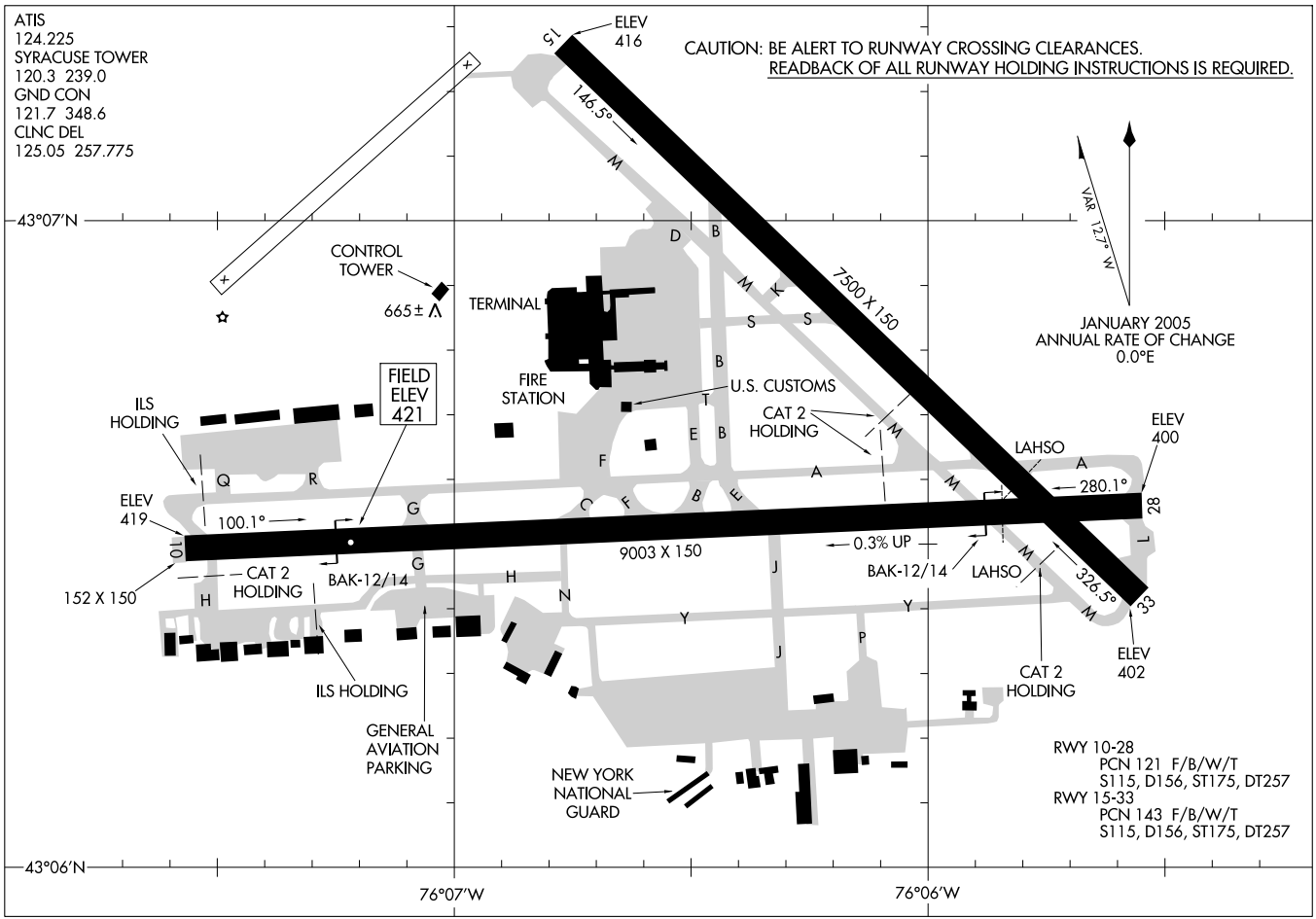


CATEGORY	A	B	C	D
CIRCLING	1860-3 1502 (1600-3)	NA		

FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

NE-2. 14 JAN 2010 to 11 FEB 2010


ATIS
124.225
SYRACUSE TOWER
120.3 239.0
GND CON
121.7 348.6
CLNC DEL
125.05 257.775
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ELEV 416
15
146.5°
7500 X 150
VAR 12.7° W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.0°E
43°07′N
CONTROL TOWER
665± ∧
TERMINAL
FIRE STATION
U.S. CUSTOMS
FIELD ELEV 421
ILS HOLDING
CAT 2 HOLDING
ELEV 400
LAHSO
280.1°
ELEV 419
100.1°
10
28
9003 X 150
0.3% UP
BAK-12/14
LAHSO
326.5°
33
152 X 150
CAT 2 HOLDING
BAK-12/14
ILS HOLDING
GENERAL AVIATION PARKING
NEW YORK NATIONAL GUARD
ELEV 402
CAT 2 HOLDING
RWY 10-28
PCN 121 F/B/W/T
S115, D156, ST175, DT257
RWY 15-33
PCN 143 F/B/W/T
S115, D156, ST175, DT257
43°06′N
76°07′W
76°06′W

HI-VOR/DME or TACAN RWY 15

VORTAC SYR	APCH CRS	Rwy ldg	7500
117.0	131°	TDZE	417
Chan 117		Arpt Elev	421

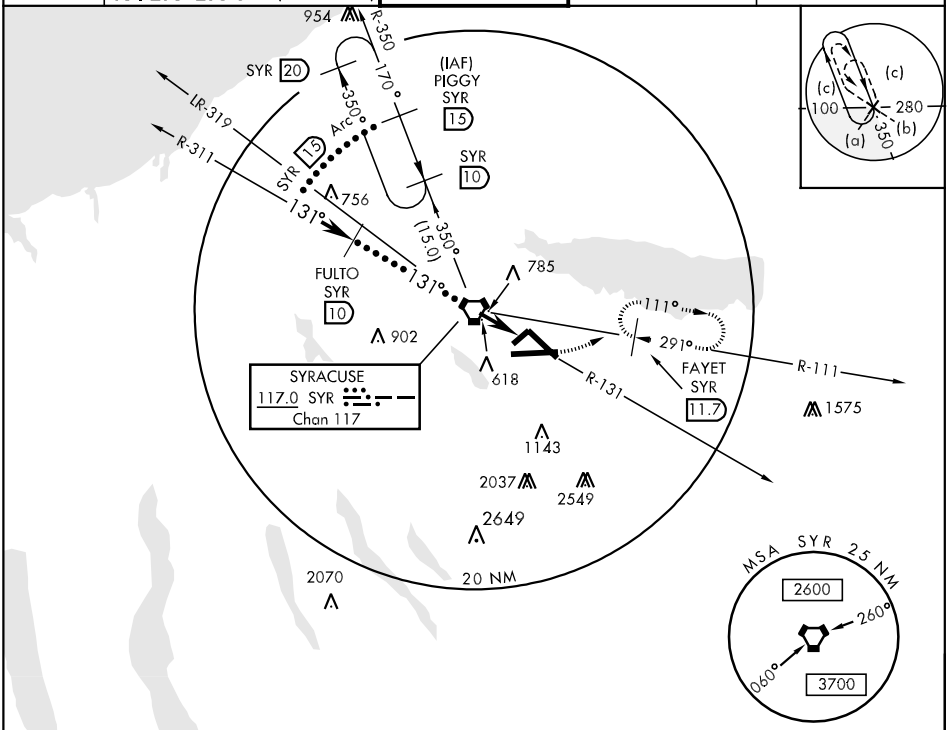
JAL-411 [USAF]

SYRACUSE HANCOCK INTL (KSYR)

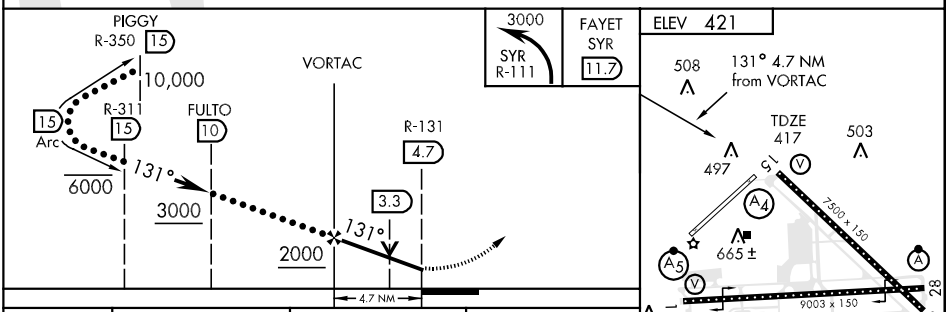
MALS

MISSED APPROACH: Climbing left turn to 3000 via SYR R-111 to FAYET/11.7 DME and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	126.125 269.125 (100°- 278°) 134.275 279.6 (279°- 099°)	120.3 239.0	121.7 348.6	125.05 257.775



EMERG SAFE ALT 100 NM 6700



CATEGORY	C	D	E
S-15	920-1½ 503 (500-1½)		920-1¾ 503 (500-1¾)
CIRCLING	980-1½ 559 (600-1½)	980-2 559 (600-2)	1200-2¾ 779 (800-2¾)

HIRL Rwy 10-28 and 15-33
TDZ/CL Rwy 28

LOC/DME I-MRZ	APP CRS	Rwy Idg	9003
109.9	100°	TDZE	421
Chan 36		Apt Elev	421

ILS or LOC RWY 10

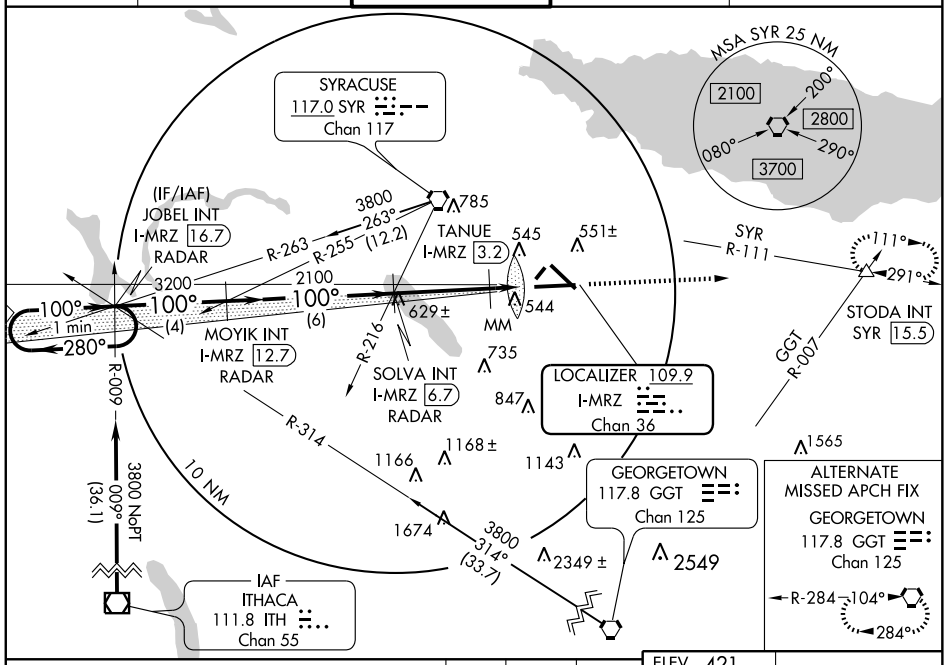
SYRACUSE HANCOCK INTL (SYR)

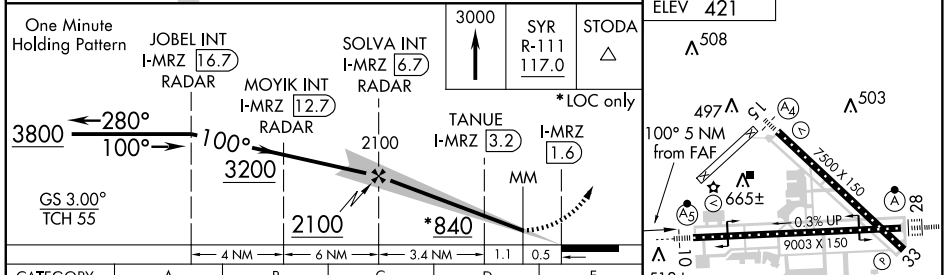
For inoperative MALSR, increase S-LOC 10 Cat E visibility to 1½ miles and TANUE fix minimums S-LOC Cat E visibility to RVR 6000. **RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 via SYR VORTAC R-111 to STODA Int/SYR 15.5 DME and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775





CATEGORY	A	B	C	D	E
S-ILS 10		**621/24 200 (200-½)			
S-LOC 10	840/24 419 (500-½)		840/40 419 (500-¾)		840/50 419 (500-1)
CIRCLING	880-1 459 (500-1)		900-1½ 479 (500-1½)	980-2 559 (600-2)	1200-2¾ 779 (800-2¾)
TANUE FIX MINIMUMS					
S-LOC 10	780/24 359 (400-½)			780/40 359 (400-¾)	
CIRCLING	880-1 459 (500-1)		900-1½ 479 (500-1½)	980-2 559 (600-2)	1200-2¾ 779 (800-2¾)

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-SYR	APP CRS	Rwy Idg	9003
109.9	280°	TDZE	413
Chan 36		Apt Elev	421

ILS RWY 28

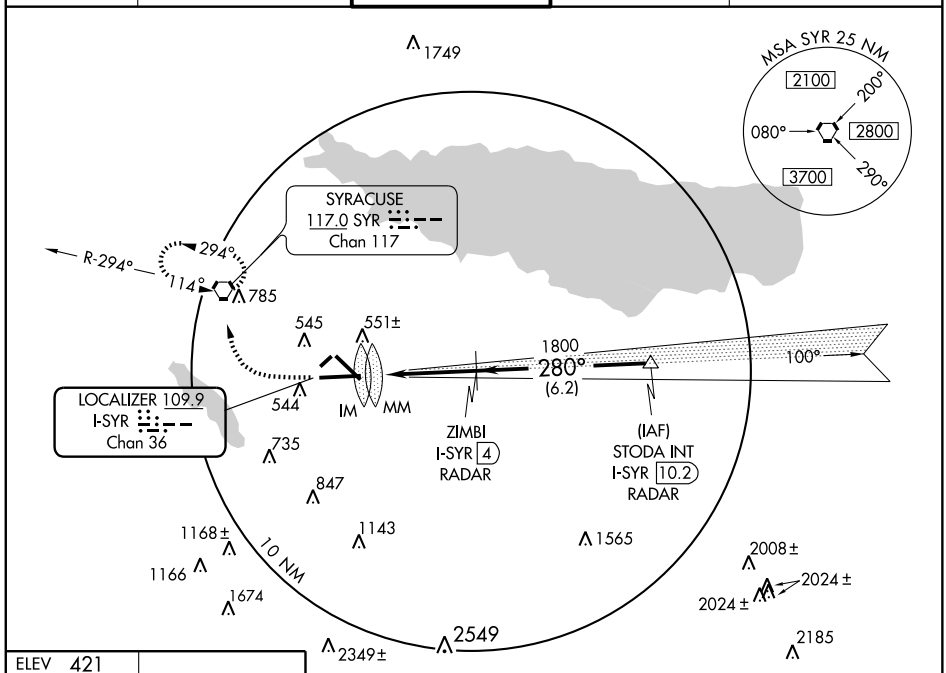
SYRACUSE HANCOCK INTL (SYR)

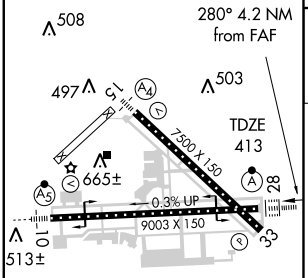
* RADAR or DME REQUIRED

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold.

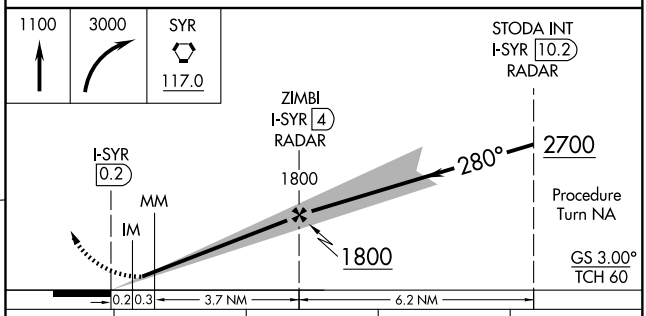
ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775





TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-ILS 28	613/18 200 (200-½)			
S-LOC 28 *	800/24 387 (400-½)			800/40 387 (400-¾)
CIRCLING	880-1 459 (500-1)		900-1½ 479 (500-1½)	980-2 559 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-SYR	APP CRS	Rwy Idg	9003
109.9	280°	TDZE	413
Chan 36		Apt Elev	421

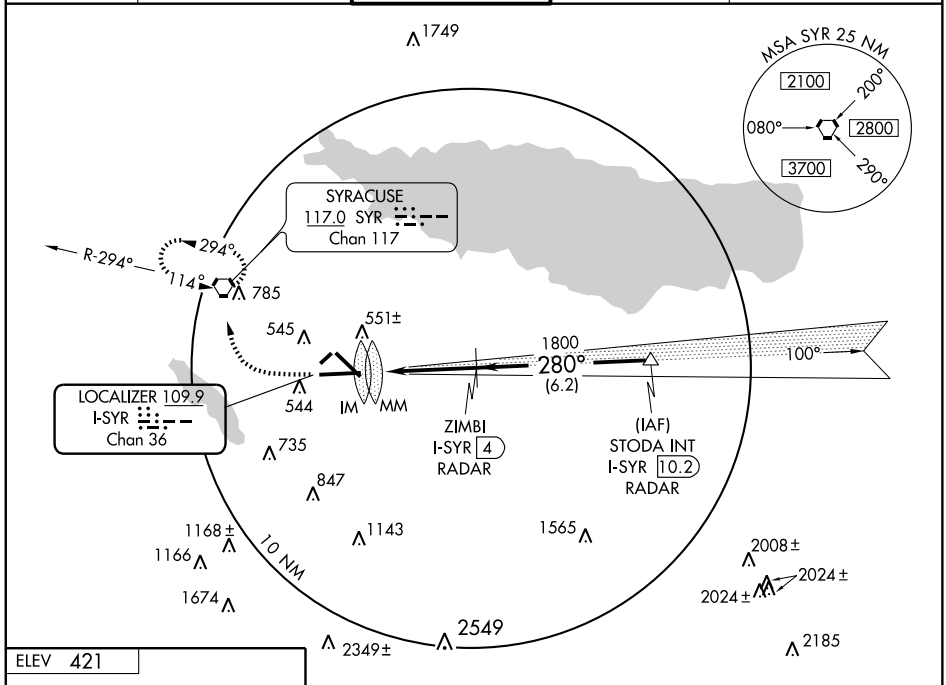
ILS RWY 28 (CAT II)

SYRACUSE HANCOCK INTL (SYR)

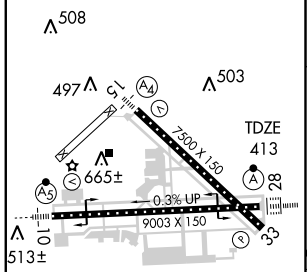
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold.

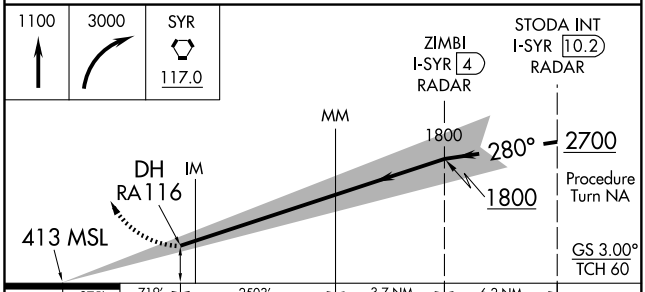
ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775



ELEV 421



TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33



CATEGORY	A	B	C	D
S-ILS 28	RA 116/12 100 DA 513			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	9003
CH 40017	100°	TDZE	421
W10A		Apt Elev	421

RNAV (GPS) RWY 10

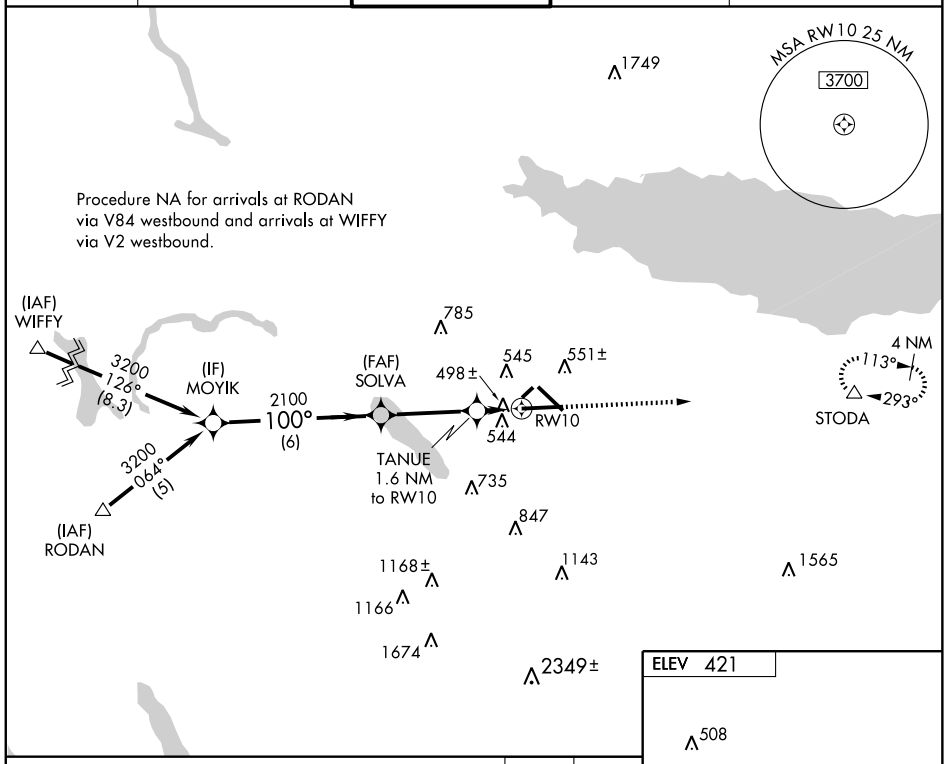
SYRACUSE HANCOCK INTL (SYR)

DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
For inoperative MALSR, increase LPV visibility all Cats to RVR 5000.
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 3000 direct STODA and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775



CATEGORY	A	B	C	D
LPV DA	722/24 301 (400-½)			
LNAV/ VNAV DA	823/50 402 (500-1)			
LNAV MDA	800/24 379 (400-½)			800/50 379 (400-1)
CIRCLING	880-1½ 459 (500-1½)		900-1½ 479 (500-1½)	980-2 559 (600-2)

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 50117 W15A	APP CRS 147°	Rwy Idg 7500 TDZE 417 Apt Elev 421

RNAV (GPS) RWY 15

SYRACUSE HANCOCK INTL (SYR)

Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C.

MALS

MISSED APPROACH: Climb to 3000 direct XANTY and left turn via 039° track to FAYET and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775

Procedure NA for arrivals at PAGER via V29-423 northbound.

(IAF) PAGER

3000 225° (12)

MSA RW15 25 NM 3700

1749

(IF) ELESE

Procedure NA for arrivals at WIFFY via V2 westbound.

(IAF) WIFFY

3000 073° (12.4)

2300 147° (6)

HUGIV 1.9 NM to RW15

(FAF) NADSY

147°

598 785 508± 551± 545

RW15

4 NM 113° 293°

FAYET

039° (5.8)

544 735 847 1168 ± 1143 XANTY 1565

ELEV 421

147° to RW15

508

TDZE 417

497 503

7500 X 150

665±

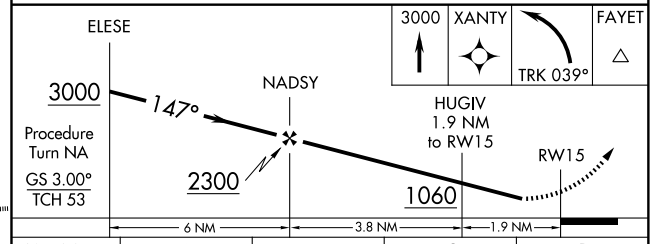
0.3% UP

9003 X 150

10 513±

28 33

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33



CATEGORY	A	B	C	D
LPV DA	735-1 318 (400-1)			
LNAV/VNAV DA	825-1½ 408 (500-1½)			
LNAV MDA	900-¾ 483 (500-¾)		900-1¼ 483 (500-1¼)	900-1½ 483 (500-1½)
CIRCLING	900-1½ 479 (500-1½)			980-2 559 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 45517 W28A	APP CRS 281°	Rwy Idg 9003 TDZE 413 Apt Elev 421

RNAV (GPS) RWY 28

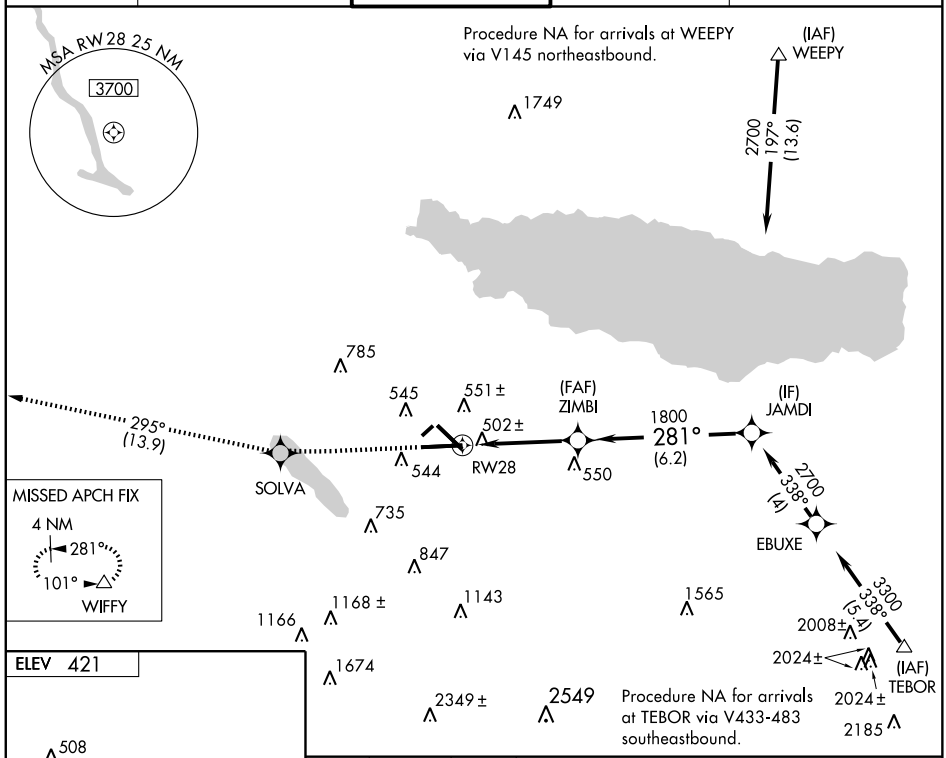
SYRACUSE HANCOCK INTL (SYR)

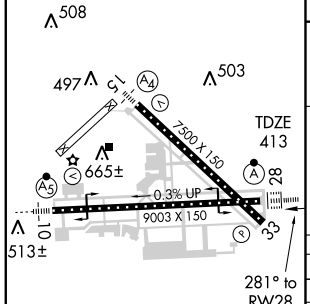
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LPV visibility all Cats to RVR 6000.

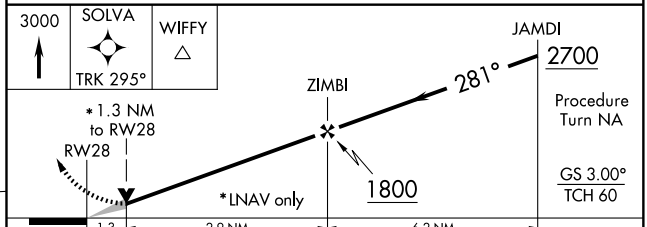
ALSF-2

MISSED APPROACH: Climb to 3000 direct SOLVA and via 295° track to WIFFY and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775







CATEGORY	A	B	C	D
LPV DA	740/40 327 (400-¾)			
LNAV/ VNAV DA	775/40 362 (400-¾)			
LNAV MDA	860/24 447 (500-½)		860/40 447 (500-¾)	860/50 447 (500-1)
CIRCLING	880-1¼ 459 (500-1¼)		900-1½ 479 (500-1½)	980-2 559 (600-2)

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

NE-2. 14 JAN 2010 to 11 FEB 2010

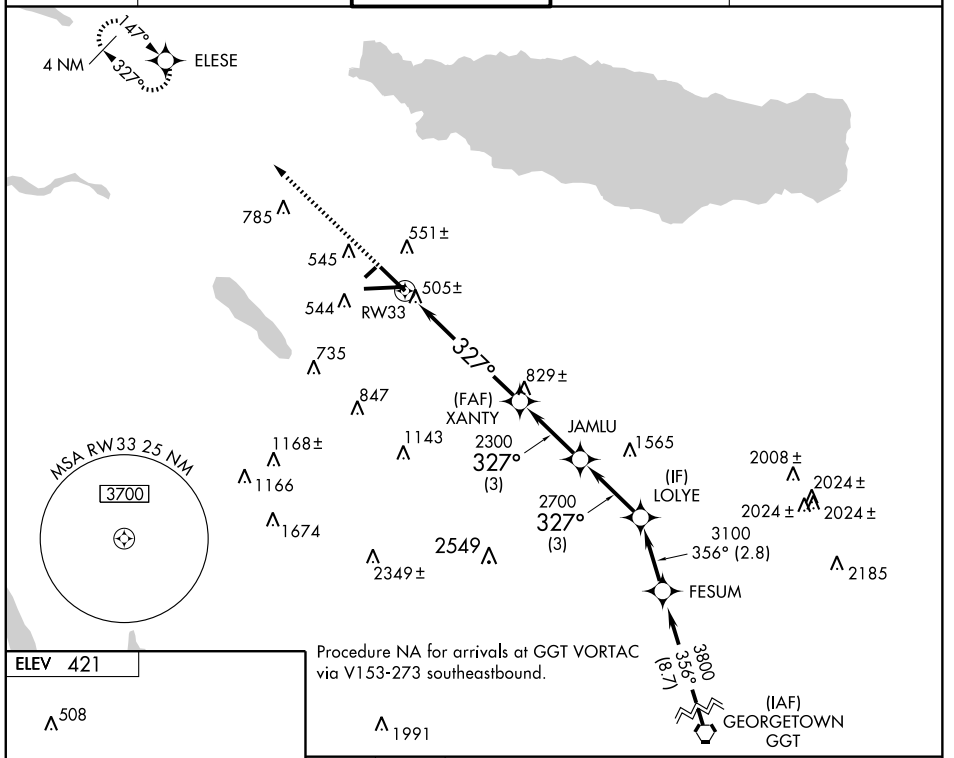
WAAS	APP CRS	Rwy Idg	7500
CH 81823	327°	TDZE	409
W33A		Apt Elev	421

RNAV (GPS) RWY 33
SYRACUSE HANCOCK INTL (SYR)

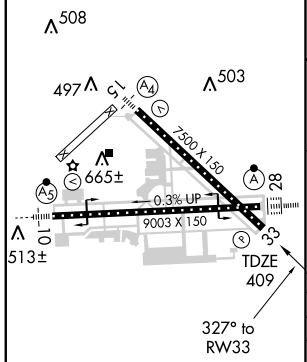
Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ELESE and hold.

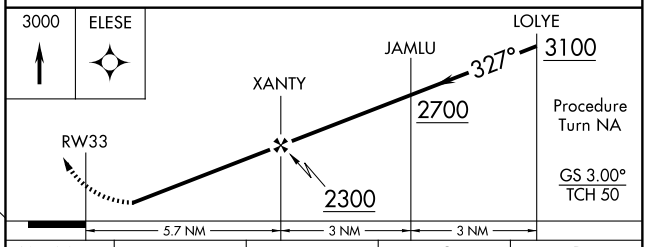
ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775



ELEV 421



TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33



CATEGORY	A	B	C	D
LPV DA	734/60 325 (400-1¼)			
LNAV/ VNAV DA	874-1¾ 465 (500-1¾)			
LNAV MDA	880/50 471 (500-1)		880/60 471 (500-1¼)	880-1½ 471 (500-1½)
CIRCLING	880-1¾ 459 (500-1¾)		900-1¾ 479 (500-1¾)	980-2 559 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

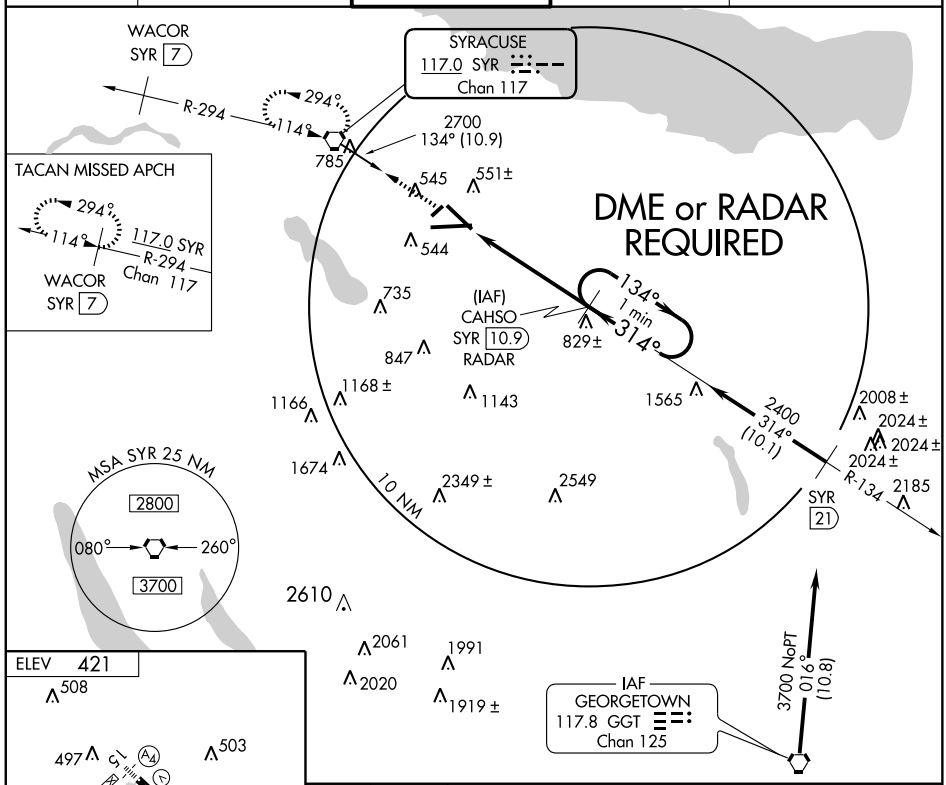
VORTAC SYR 117.0 Chan 117	APP CRS 314°	Rwy Idg 7500 TDZE 409 Apt Elev 421

VOR or TACAN RWY 33

SYRACUSE HANCOCK INTL (SYR)

MISSED APPROACH: Climb to 3000 direct SYR VORTAC and hold. (TACAN aircraft continue via SYR R-294 to WACOR/7 DME and hold NW, LT, 114° inbound.)

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775



TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D	E
S-33	880/50	471 (500-1)	880/60 471 (500-1¼)	880-1½ 471 (500-1½)	880-1¾ 471 (500-1¾)
CIRCLING	880-1	459 (500-1)	900-1½ 479 (500-1½)	980-2 559 (600-2)	1200-2¾ 779 (800-2¾)

NE-2, 14 JAN 2010 to 11 FEB 2010

VORTAC SYR	APP CRS	Rwy Idg	7500
117.0	131°	TDZE	417
Chan 117		Apt Elev	421

VOR RWY 15

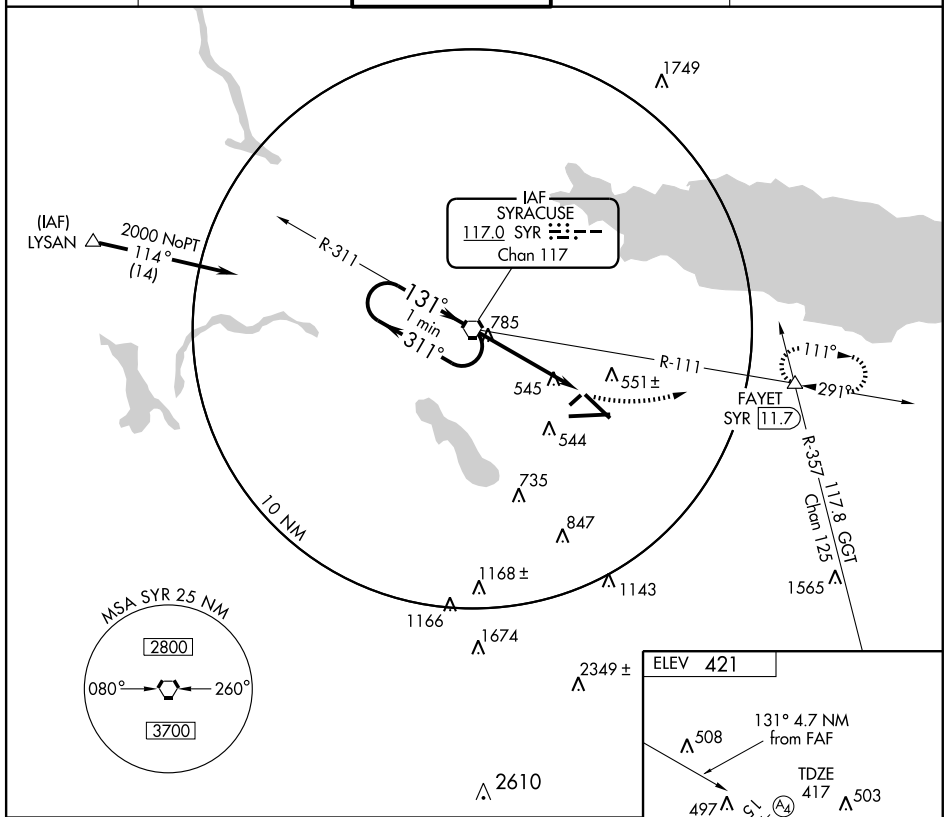
SYRACUSE HANCOCK INTL (SYR)

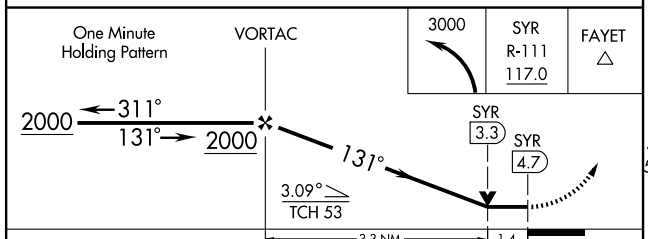
Inoperative table does not apply to S-15 CAT C and D.

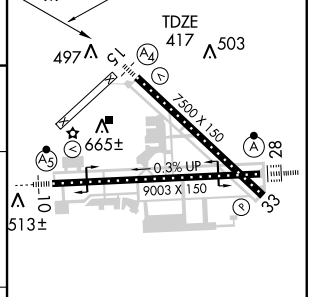
MALS

MISSED APPROACH: Climbing left turn to 3000 via SYR R-111 to FAYET Int/SYR 11.7 DME and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775







CATEGORY	A	B	C	D
S-15	880-¾ 463 (500-¾)		880-1¼ 463 (500-1¼)	880-1½ 463 (500-1½)
CIRCLING	880-1 459 (500-1)		900-1½ 479 (500-1½)	980-2 559 (600-2)

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4041
017°	TDZE	273
	Apt Elev	274

RNAV (GPS) RWY 2

TICONDEROGA MUNI (4B6)

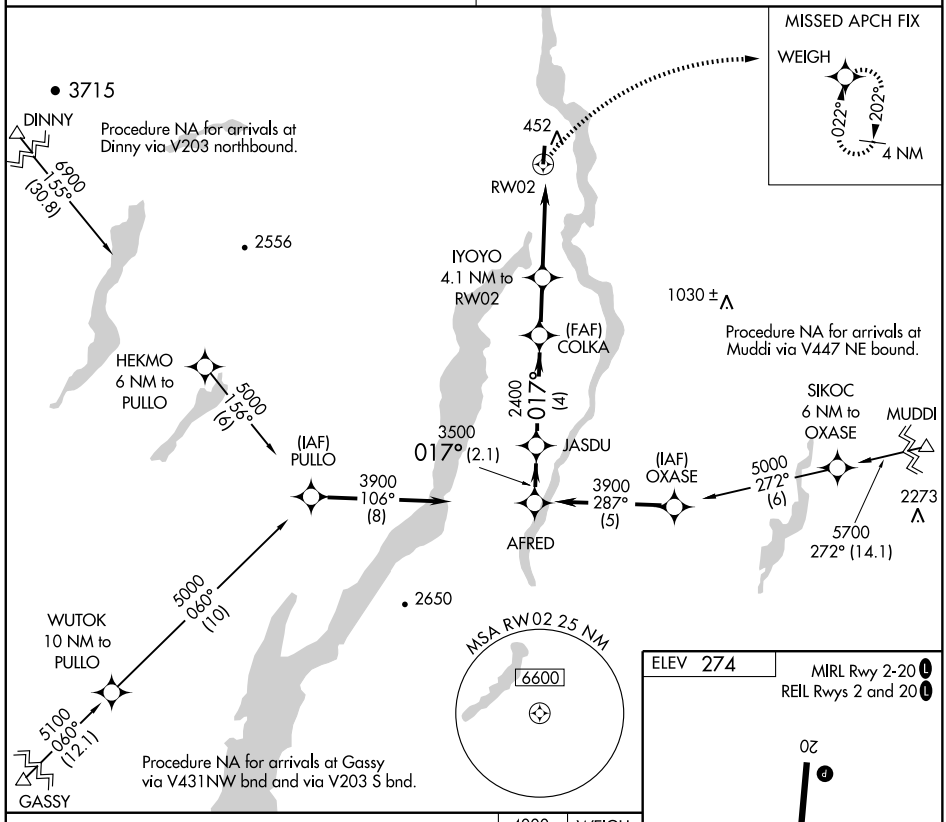
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Burlington altimeter setting

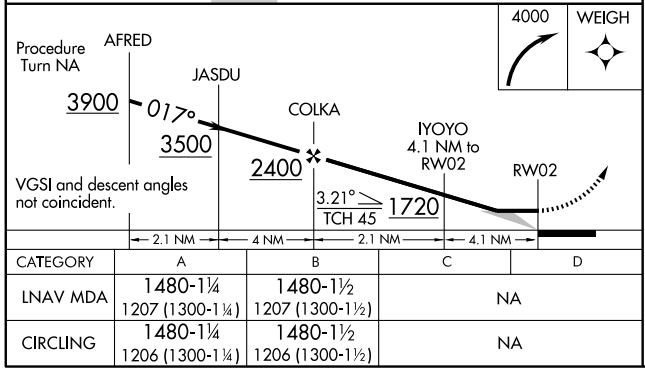
NA

MISSED APPROACH: Climbing right turn to 4000 direct WEIGH WP and hold.

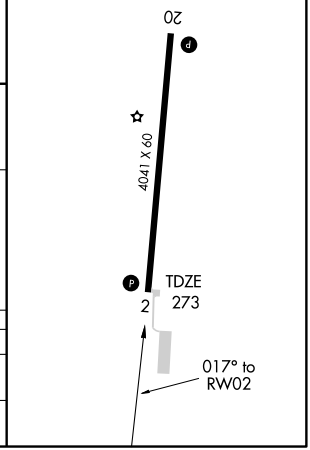
BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1480-1¼ (1207 (1300-1¼))	1480-1½ (1207 (1300-1½))	NA	
CIRCLING	1480-1¼ (1206 (1300-1¼))	1480-1½ (1206 (1300-1½))	NA	



NE-2. 14 JAN 2010 to 11 FEB 2010

TICONDEROGA, NEW YORK

AL-9282 (FAA)

APP CRS	Rwy Idg	4041
197°	TDZE	273
	Apt Elev	274

RNAV (GPS) RWY 20

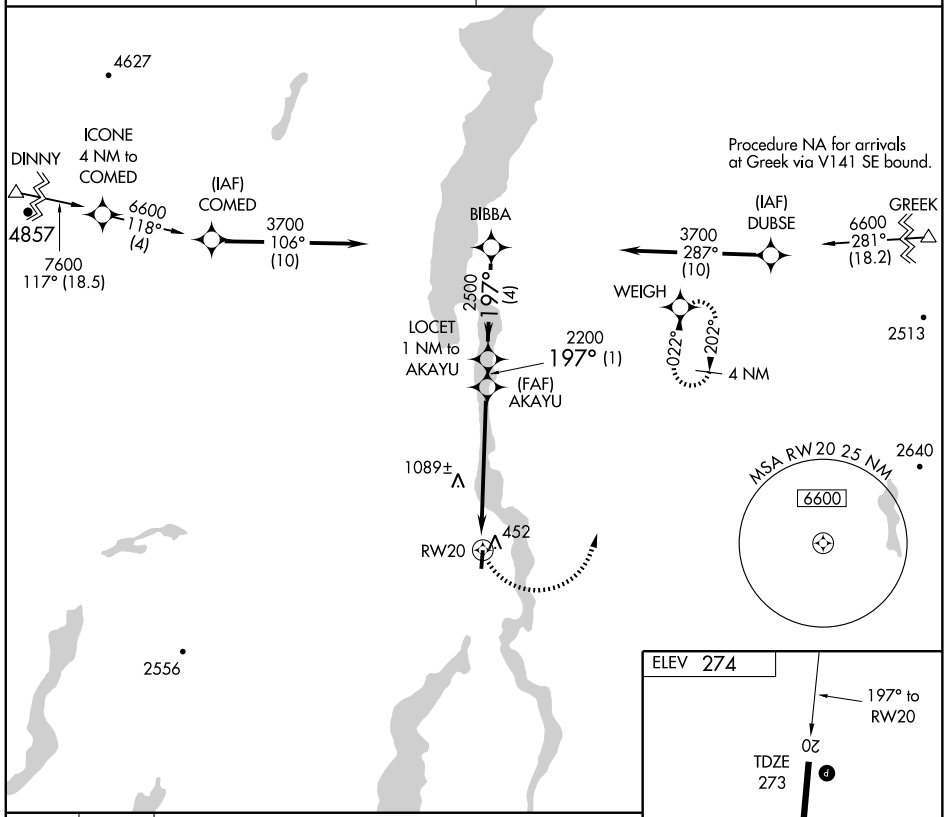
TICONDEROGA MUNI (4B6)

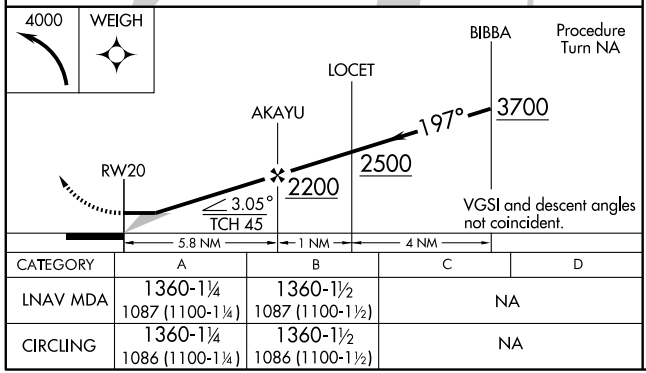
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Burlington altimeter setting

MISSED APPROACH: Climbing left turn to 4000 direct WEIGH WP and hold.

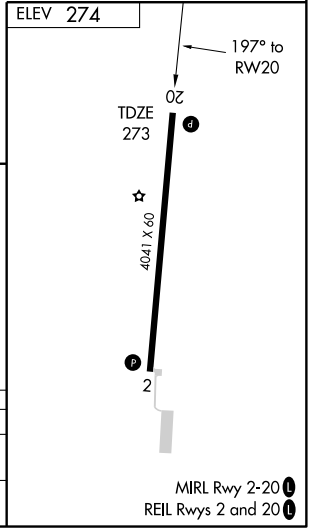
BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1360-1¼ (1100-1¼)	1360-1½ (1100-1½)	NA	
CIRCLING	1360-1¼ (1086 (1100-1¼)	1360-1½ (1086 (1100-1½)	NA	



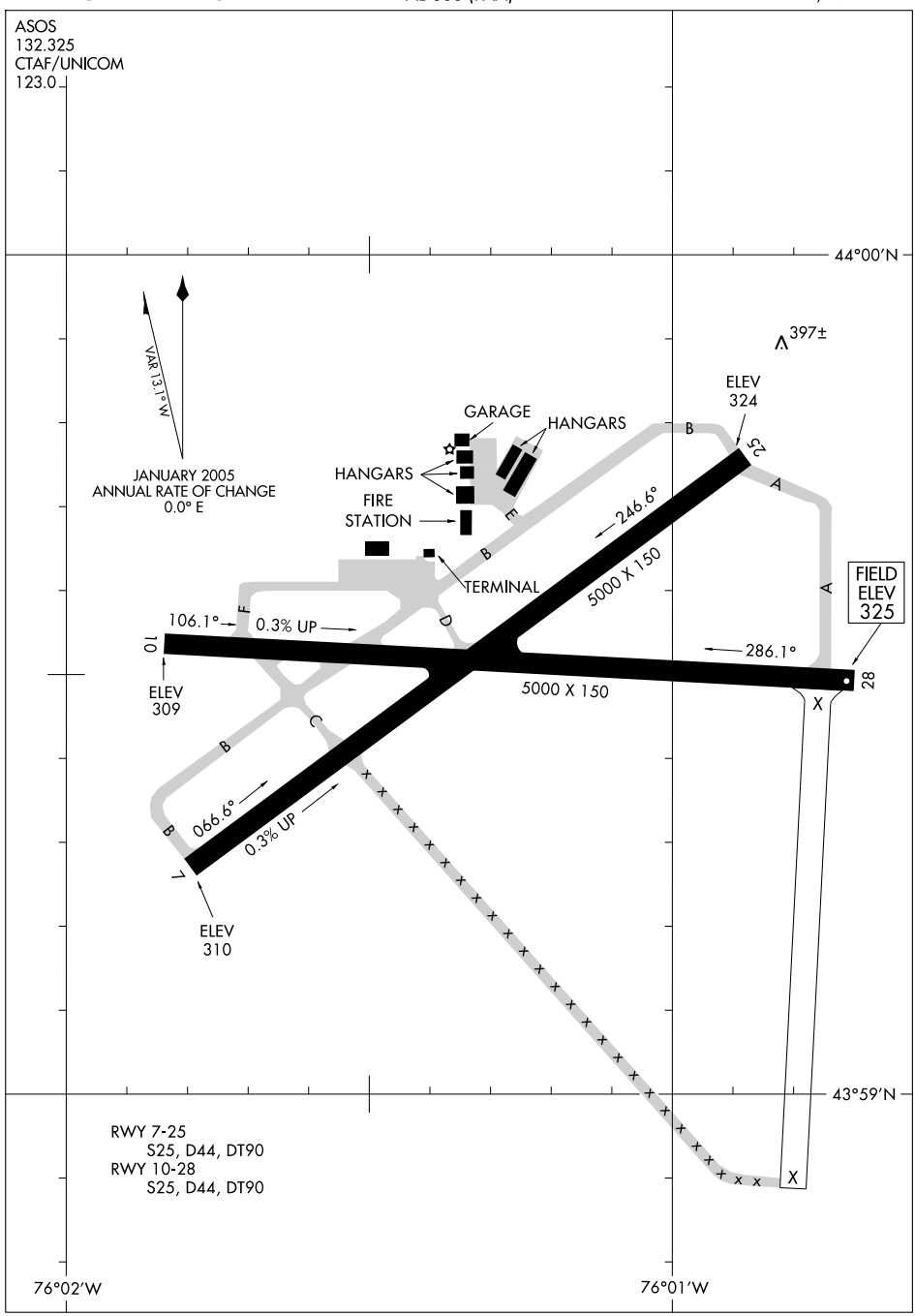
MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

NE-2. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-666 (FAA)

WATERTOWN INTL (ART)
WATERTOWN, NEW YORK



NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-ART	APP CRS	Rwy Idg	5000
111.1	065°	TDZE	319
		Apt Elev	325

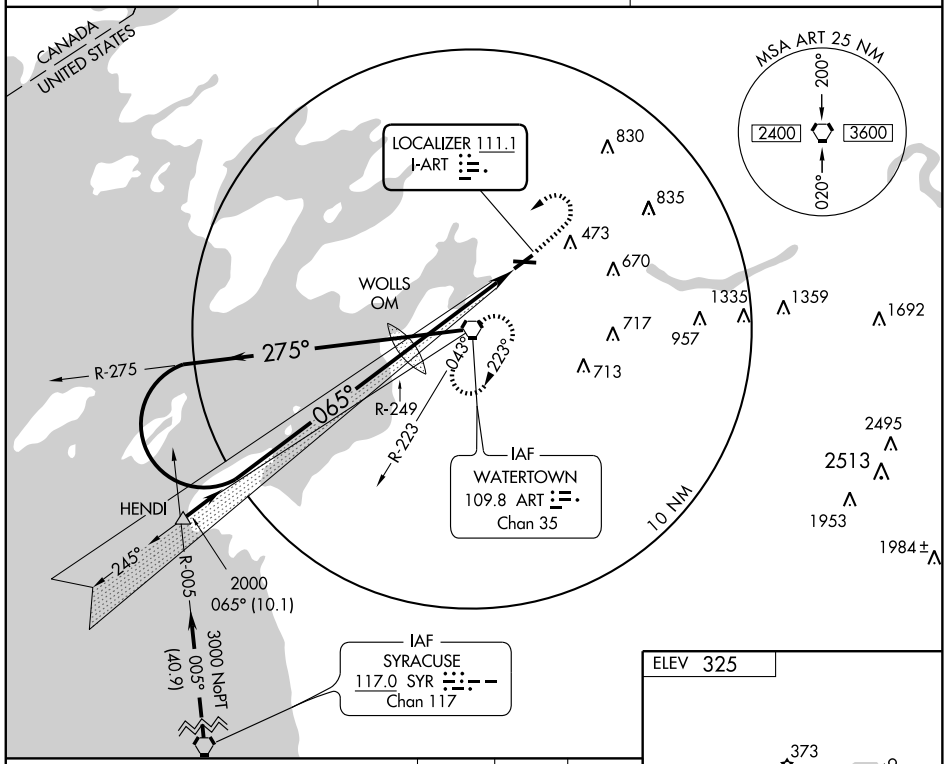
ILS or LOC RWY 7
WATERTOWN INTL (ART)

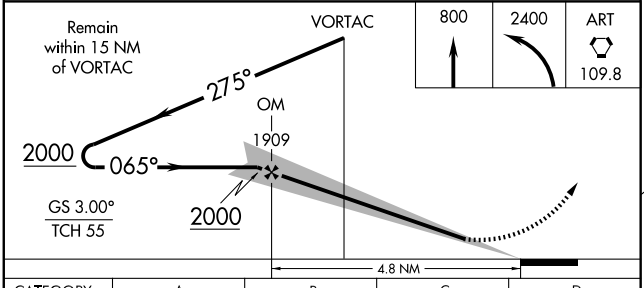
Circling NA at night to Rwy 10.

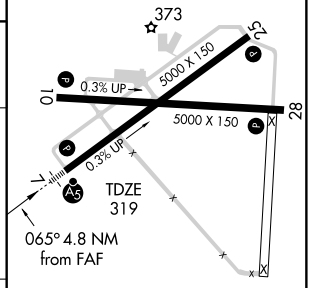
MALSR

MISSED APPROACH: Climb to 800, then climbing left turn to 2400 direct ART VORTAC and hold.

ASOS	WHEELER-SACK APP CON	UNICOM
132.325	128.25 257.6	123.0 (CTAF) L







REIL Rwy 28 L
HIRL Rwy 7-25 L
MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-ILS 7	519-½ 200 (200-½)			
S-LOC 7	760-½ 411 (500-½)		760-¾ 411 (500-¾)	760-1 441 (500-1)
CIRCLING	940-1 615 (700-1)	960-1 635 (700-1)	960-1¾ 635 (700-1¾)	1000-2¼ 675 (700-2¼)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 82510 W07A	APP CRS 065°	Rwy Idg 5000 TDZE 319 Apt Elev 325

RNAV (GPS) RWY 7

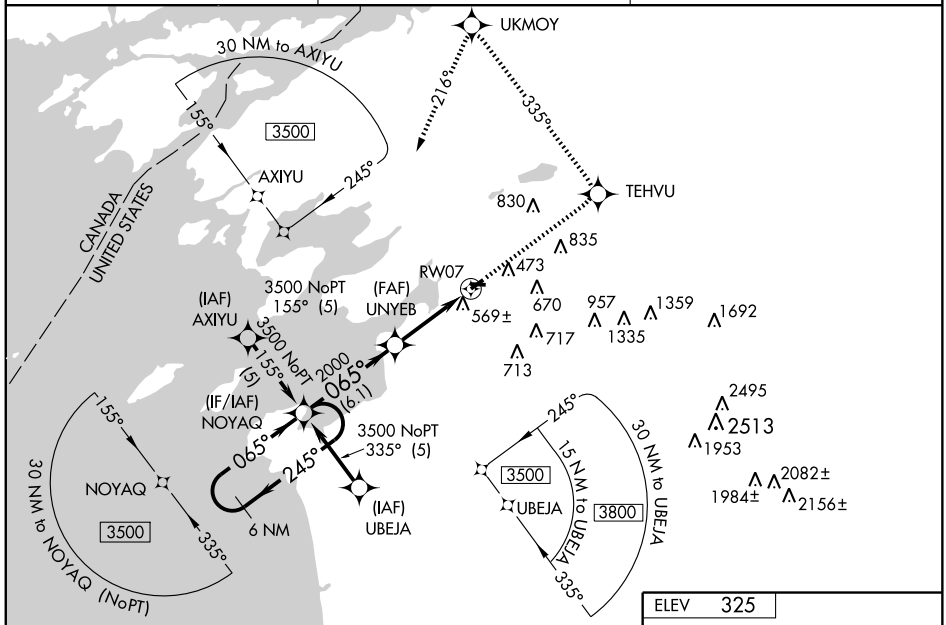
WATERTOWN INTL (ART)

Circling to Rwy 10 NA at night. When local altimeter setting not received, use Syracuse altimeter setting and increase LPV DA to 706 feet; LNAV/VNAV DA to 1039 feet; and all MDA 140 feet; increase LPV visibility ¼ mile all Cats; LNAV/VNAV visibility ½ mile all Cats; LNAV Cat C ¼ mile, and Cat D ½ mile; increase Circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile. VDP NA when using Syracuse altimeter setting. Baro-VNAV NA when using Syracuse altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR, when using Syracuse altimeter setting, increase LPV visibility to 1¼ mile all Cats.

MALSR

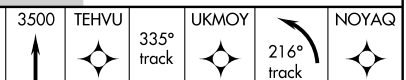
MISSED APPROACH: Climb to 3500 direct TEHVU via 335° track to UKMOY and left turn via 216° track to NOYAQ and hold.

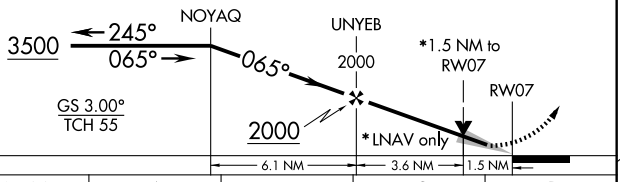
ASOS	WHEELER-SACK APP CON	UNICOM
132.325	128.25 257.6	123.0 (CTAF)



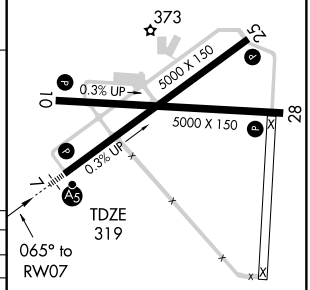
VGSI and RNAV glidepath not coincident.

6 NM Holding Pattern





ELEV 325



CATEGORY	A	B	C	D
LPV DA	570-½ 251 (300-½)			
LNAV/VNAV DA	903-1½ 584 (600-1½)			
LNAV MDA	820-½ 501 (500-½)		820-1 501 (500-1)	
CIRCLING	960-1 635 (700-1)		960-1¾ 635 (700-1¾)	1000-2¼ 675 (700-2¼)

REIL Rwy 28 (L)
HIRL Rwy 7-25 (L)
MIRL Rwy 10-28 (L)

NE-2. 14 JAN 2010 to 11 FEB 2010

VORTAC ART	APP CRS	Rwy Idg	5000
109.8	043°	TDZE	319
Chan 35		Apt Elev	325

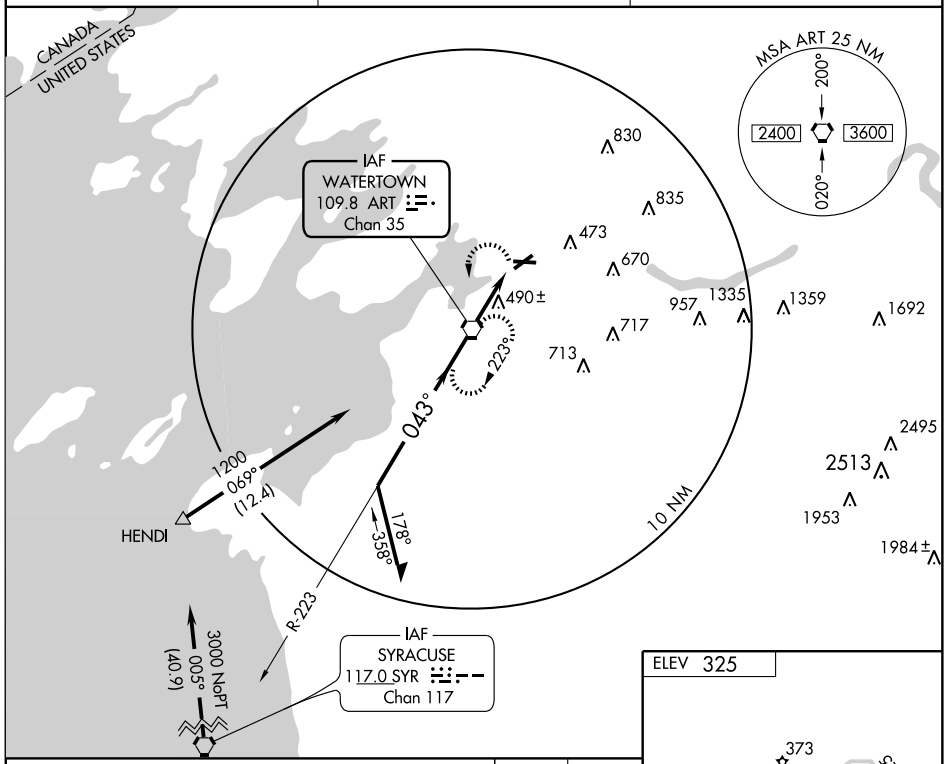
VOR RWY 7
WATERTOWN INTL (ART)

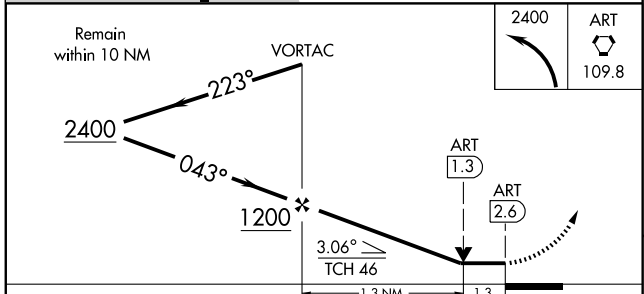
Circling NA at night to Rwy 10.
Inoperative table does not apply.

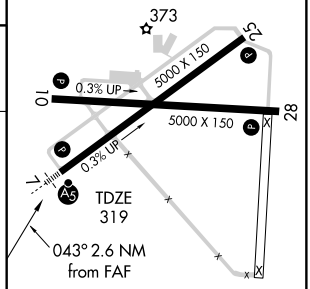
MALSR

MISSED APPROACH: Climbing left turn to 2400 direct ART VORTAC and hold.

ASOS	WHEELER-SACK APP CON	UNICOM
132.325	128.25 257.6	123.0 (CTAF) L







REIL Rwy 28 L
HIRL Rwy 7-25 L
MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-7	840-1 521 (600-1)		840-1½ 521 (600-1½)	NA
CIRCLING	940-1 615 (700-1)	960-1 635 (700-1)	960-1¾ 635 (700-1¾)	NA

FAF to MAP 2.6 NM

Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3200
099°	TDZE	400
	Apt Elev	400

RNAV (GPS) RWY 10

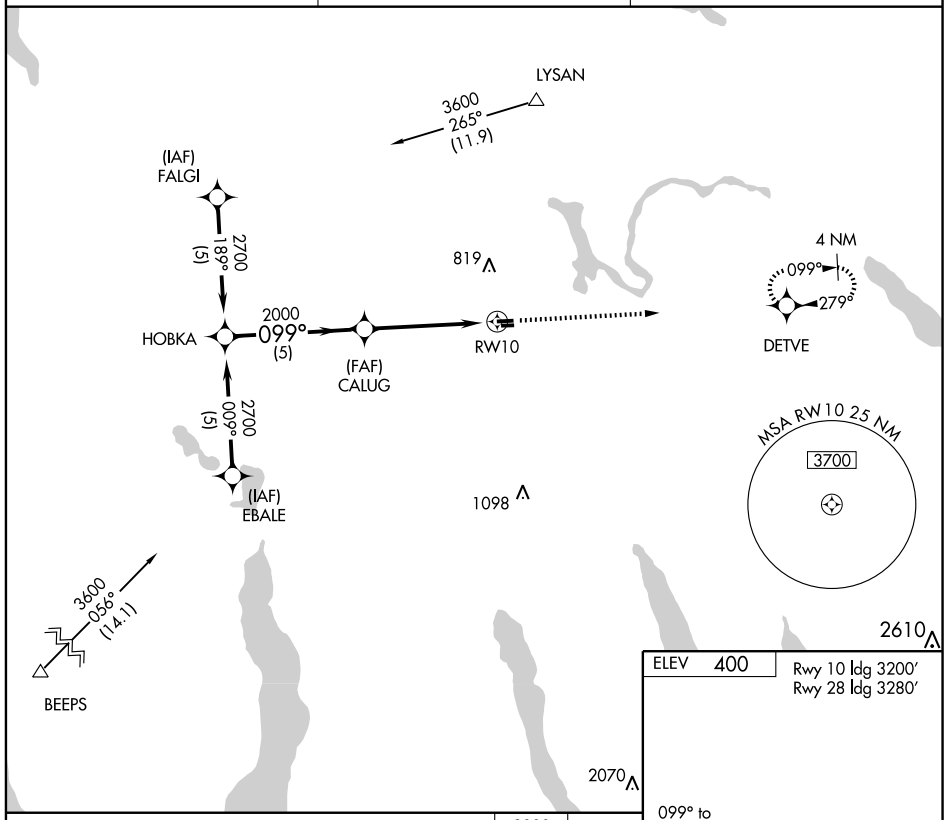
WEEDSPORT/ WHITFORDS (B16)

Use Syracuse altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

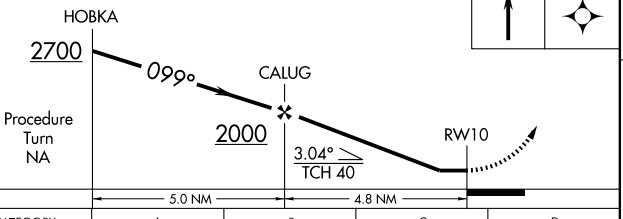
MISSED APPROACH: Climb to 3000 direct DETVE WP and hold.

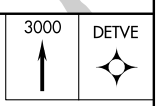
SYRACUSE APP CON	UNICOM	
134.275 279.6	122.8 (CTAF)	122.7 L

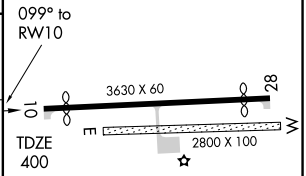


ELEV 400

Rwy 10 ldg 3200′
Rwy 28 ldg 3280′







CATEGORY	A	B	C	D
LNAV MDA	1020-1	620 (700-1)	NA	
CIRCLING	1020-1 620 (700-1)	1060-1 660 (700-1)	NA	

MIRL Rwy 10-28 L

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3280
279°	TDZE	400
	Apt Elev	400

RNAV (GPS) RWY 28

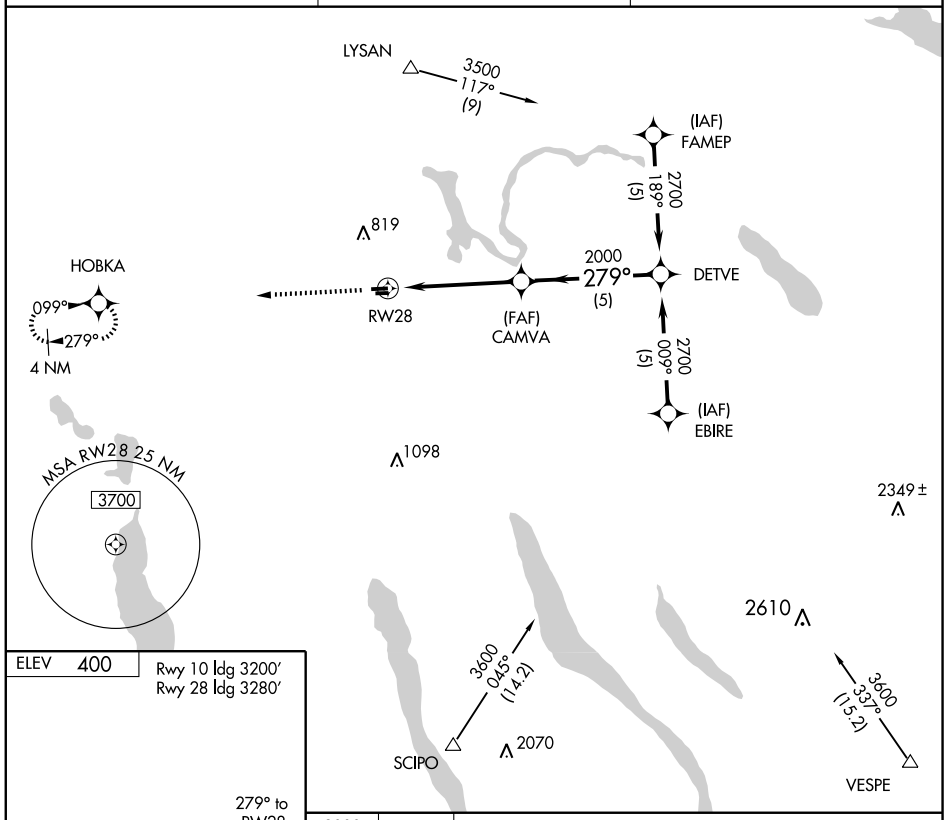
WEEDSPORT/ WHITFORDS (B16)

Use Syracuse altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

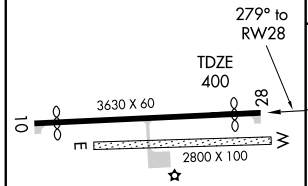
MISSED APPROACH: Climb to 3000 direct HOBKA WP and hold.

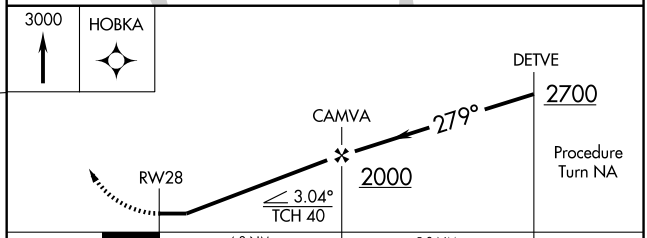
SYRACUSE APP CON	UNICOM	
134.275 279.6	122.8 (CTAF)	122.7 L



ELEV 400

Rwy 10 ldg 3200′
Rwy 28 ldg 3280′





CATEGORY	A	B	C	D
LNAV MDA	1000-1 600 (600-1)		NA	
CIRCLING	1000-1 600 (600-1)	1060-1 660 (700-1)	NA	

MIRL Rwy 10-28 L

NE-2. 14 JAN 2010 to 11 FEB 2010

VORTAC SYR 117.0 Chan 117	APP CRS 263°	Rwy Idg N/A TDZE N/A Apt Elev 400

VOR-A

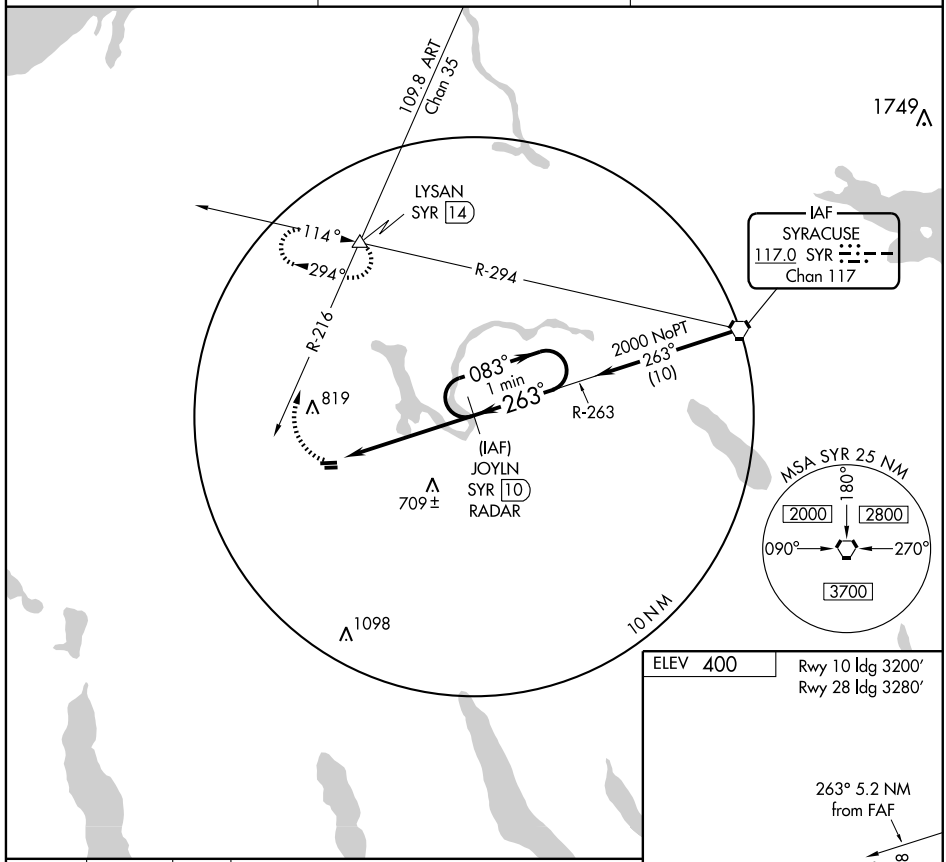
WEEDSPORT/WHITFORDS (B16)

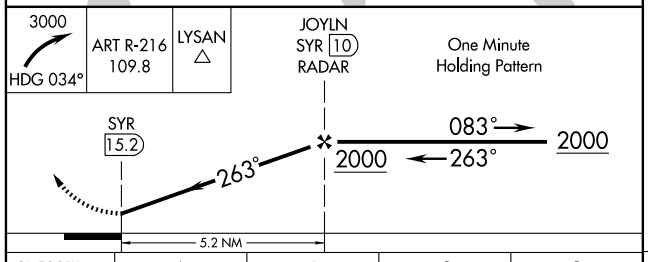
NA

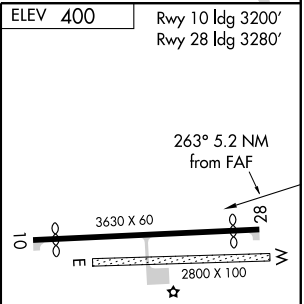
Use Syracuse Hancock Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 via heading 034° and ART R-216 to LYSAN Int and hold.

SYRACUSE APP CON	UNICOM	
134.275 279.6	122.8 (CTAF)	122.7 L







CATEGORY	A	B	C	D
CIRCLING	1100-1	700 (700-1)	NA	

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC I-ELZ	APP CRS	Rwy Idg	4900
110.5	278°	TDZE	2111
		Apt Elev	2124

LOC/DME RWY 28

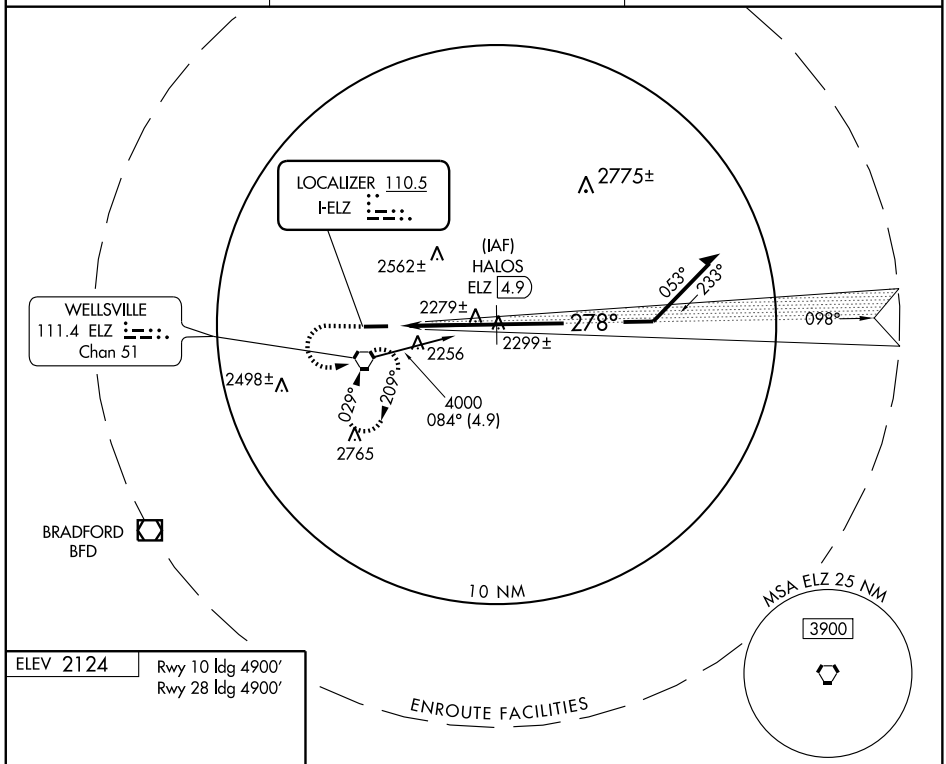
WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

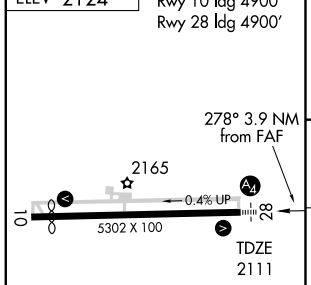
▼ ▲ NA — Inoperative table does not apply. Visibility reduction by helicopters NA. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all MDAs 260 feet.

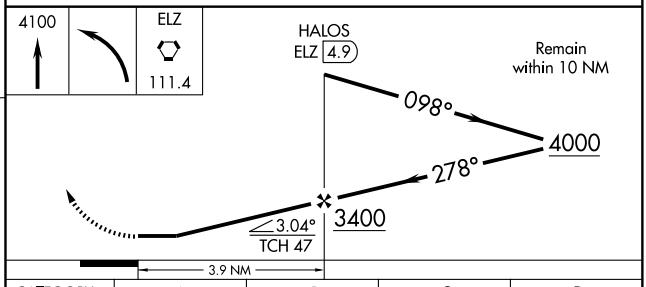
MALS

MISSED APPROACH: Climb to 4100 then left turn direct ELZ VORTAC and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.275	124.325 353.850	123.0 (CTAF) L







REIL Rwy 10 L
HIRL Rwy 10-28 L

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-28	2540-1	429 (500-1)	2540-1¼ 429 (500-1¼)	2540-1½ 429 (500-1½)
CIRCLING	2700-1	576 (600-1)	2700-1½ 576 (600-1½)	2700-2 576 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy ldg	4900
CH 87002	097°	TDZE	2124
W10A		Apt Elev	2124

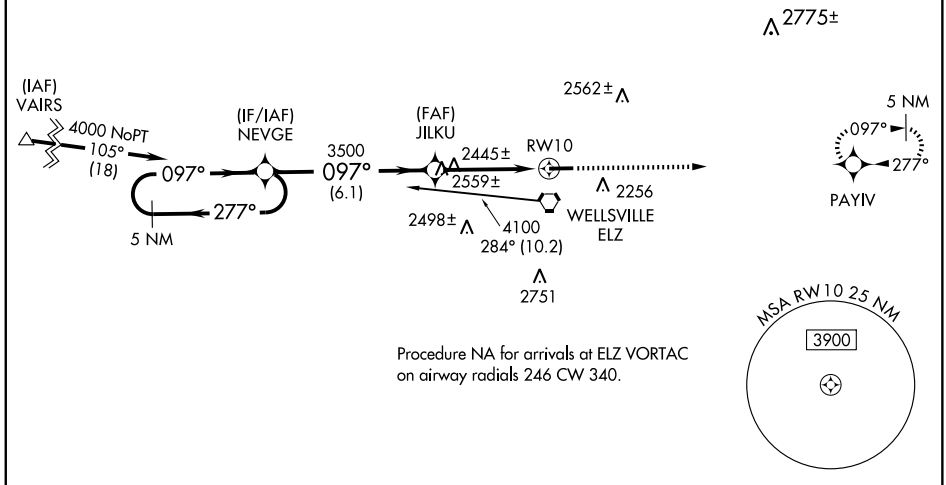
RNAV (GPS) RWY 10

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

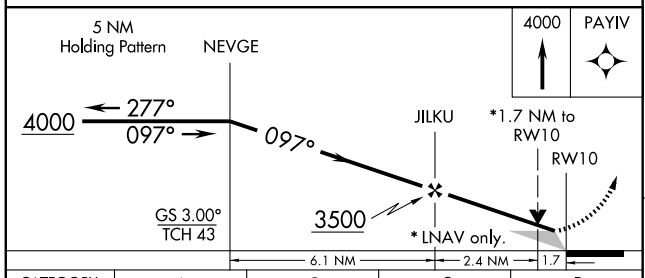
VDP and Baro-VNAV NA with Bradford, PA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. If local altimeter setting not received; use Bradford, PA altimeter setting and increase all DAs/MDAs 260 feet.

MISSED APPROACH: Climb to 4000 direct PAYIV and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.275	124.325 353.850	123.0 (CTAF) L



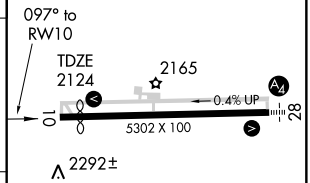
Procedure NA for arrivals at ELZ VORTAC on airway radials 246 CW 340.



CATEGORY	A	B	C	D
LPV DA	2415-1 291 (300-1)			
LNAV/ VNAV DA	2596-1¾ 472 (500-1¾)			
LNAV MDA	2700-1 576 (600-1)		2700-1½ 576 (600-1½)	2700-1¾ 576 (600-1¾)
CIRCLING	2700-1¾ 576 (600-1¾)			2700-2 576 (600-2)

ELEV 2124

Rwy 10 ldg 4900′
Rwy 28 ldg 4900′



REIL Rwy 10 L
HIRL Rwy 10-28 L

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy ldg	4900
CH 49102	277°	TDZE	2111
W28A		Apt Elev	2124

RNAV (GPS) RWY 28

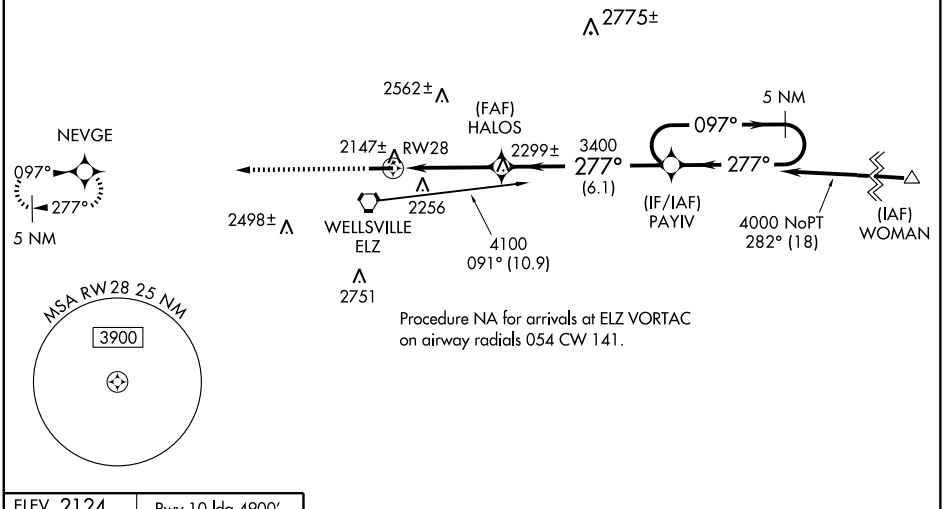
WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

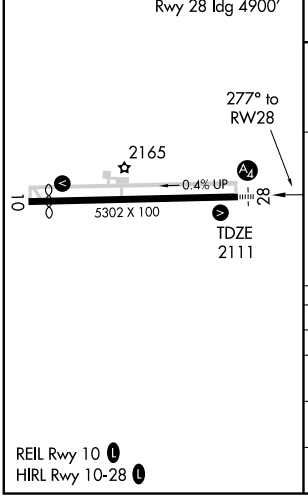
Inoperative table does not apply. Baro-VNAV NA when using Bradford, PA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Bradford, PA altimeter setting and increase DAs/MDAs 260 feet.

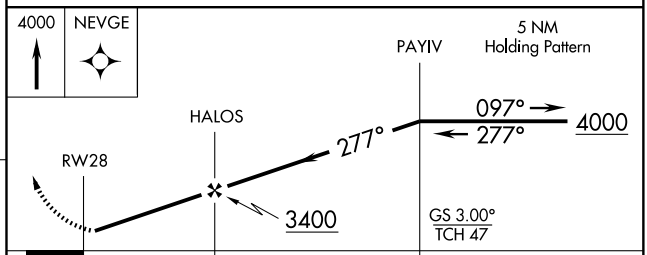
MALS

MISSED APPROACH: Climb to 4000 direct NEVGE and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.275	124.325 353.850	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2361-1 250 (300-1)			
LNAV/ VNAV DA	2582-1¾ 471 (500-1¾)			
LNAV MDA	2560-1 449 (500-1)		2560-1¼ 449 (500-1¼)	2560-1½ 449 (500-1½)
CIRCLING	2700-1¾ 576 (600-1¾)			2700-2 576 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

VORTAC ELZ	APP CRS	Rwy Idg	N/A
111.4	029°	TDZE	N/A
Chan 51		Apt Elev	2124

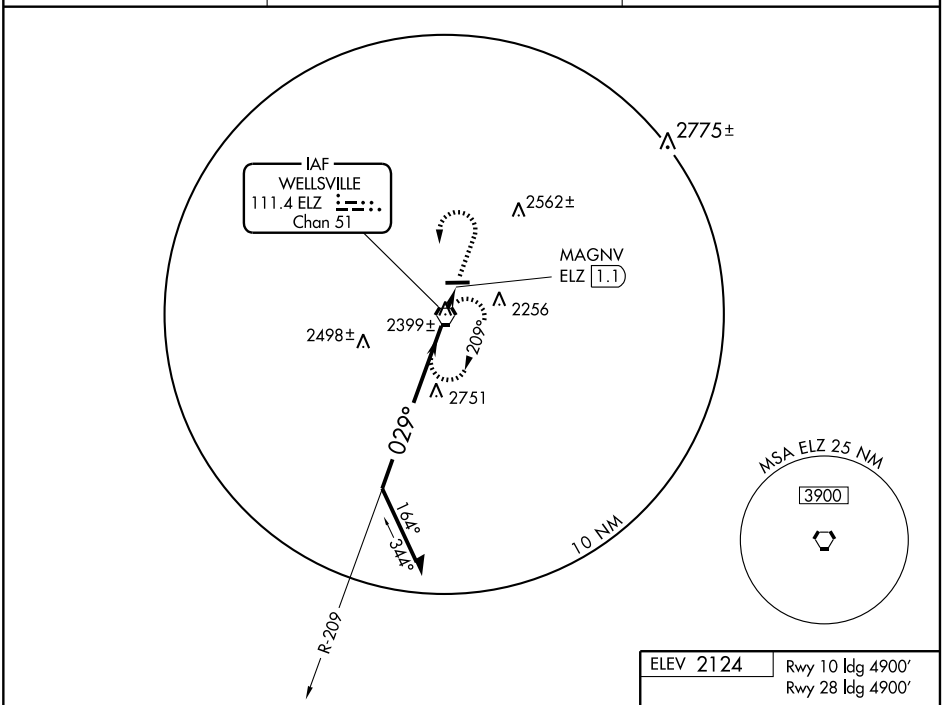
VOR-A

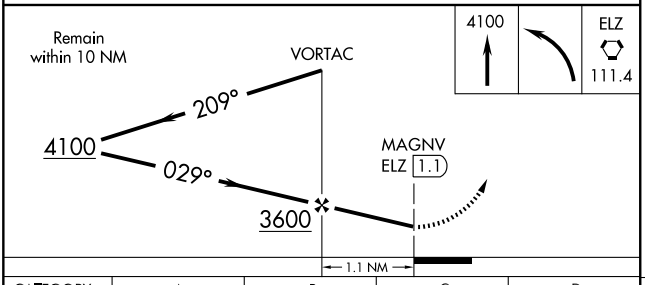
WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

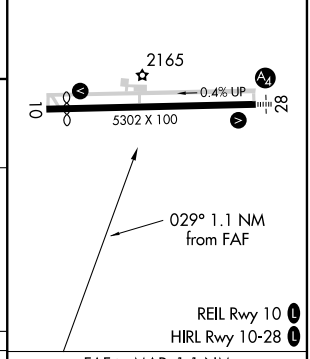
If local altimeter setting not received, use Bradford, PA altimeter setting.

MISSED APPROACH: Climb to 4100 then left turn direct ELZ VORTAC and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.275	124.325 353.850	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	3160-1¼ 1036 (1100-1¼)	3160-1½ 1036 (1100-1½)	3160-3 1036 (1100-3)	3200-3 1076 (1100-3)

FAF to MAP 1.1 NM

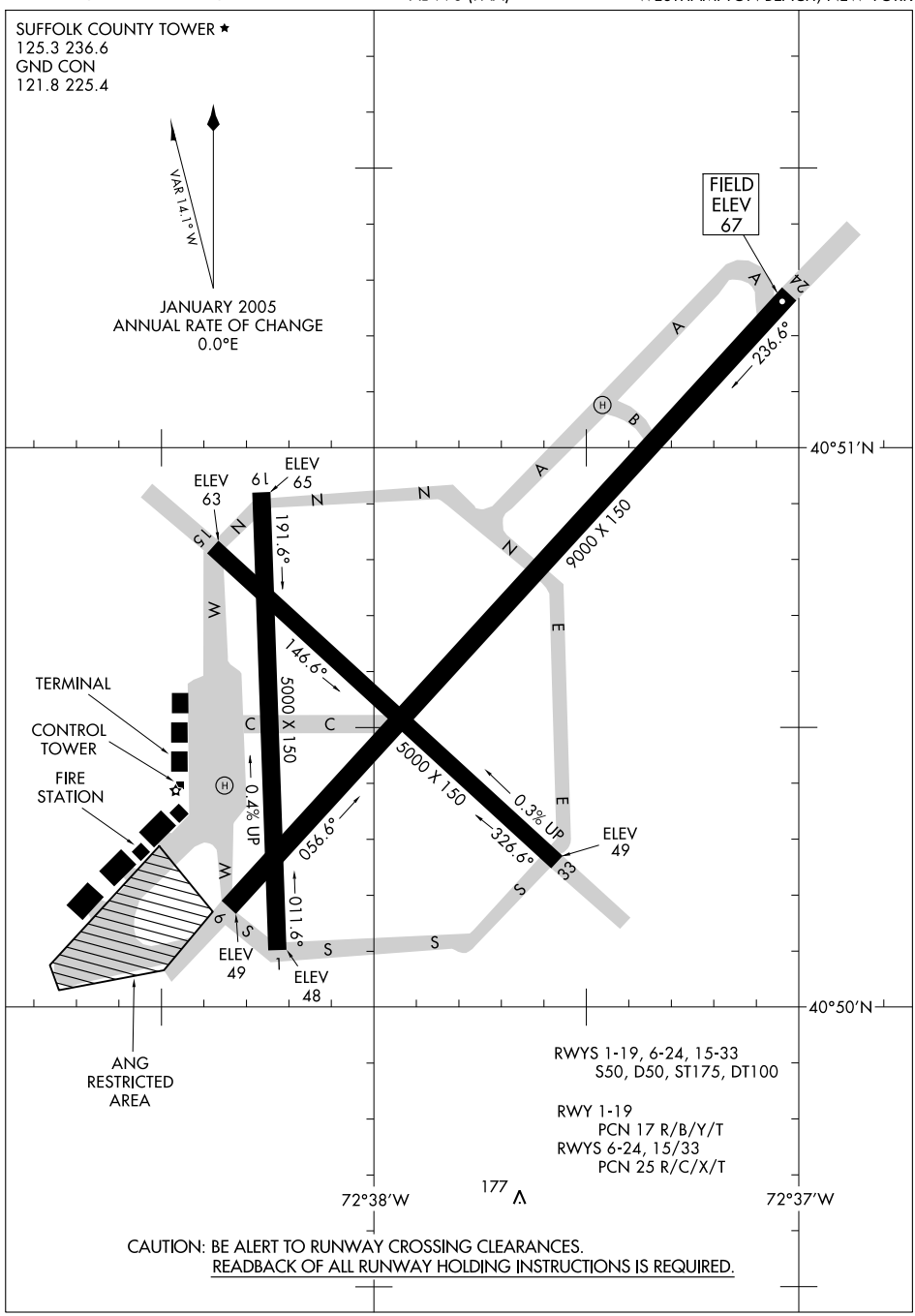
Knots	60	90	120	150	180
Min:Sec	1:06	0:44	0:33	0:26	0:22

NE-2. 14 JAN 2010 to 11 FEB 2010

08045

AIRPORT DIAGRAM

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)
AL-996 (FAA)
WESTHAMPTON BEACH, NEW YORK



RWYS 1-19, 6-24, 15-33
S50, D50, ST175, DT100

RWY 1-19
PCN 17 R/B/Y/T
RWYS 6-24, 15/33
PCN 25 R/C/X/T

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-FOK	APP CRS	Rwy Idg	9000
111.7	236°	TDZE	66
		Apt Elev	67

COPTER ILS or LOC RWY 24

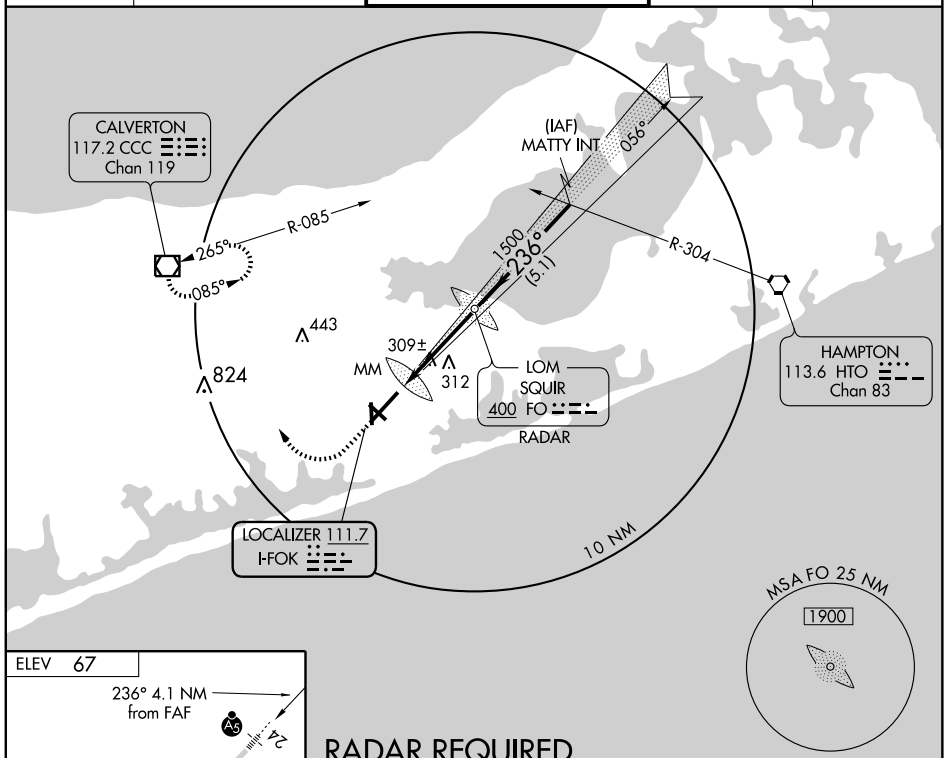
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

T NA — If local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all DA/MDAs 60 feet.

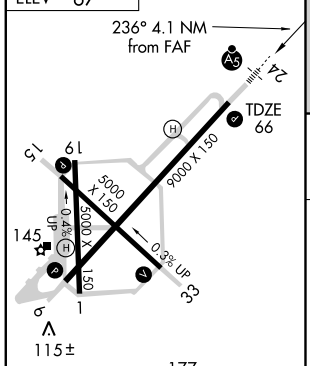
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

ASOS	NEW YORK APP CON	SUFFOLK COUNTY TOWER ★	GND CON	UNICOM
119.925	125.975 343.65	125.3 (CTAF) L 236.6	121.8 225.4	122.95

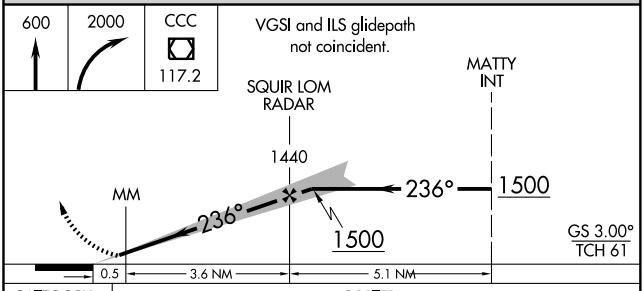


RADAR REQUIRED



HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15, and 33 L

FAF to MAP 4.1 NM					
Knots	45	60	75	90	105
Min:Sec	5:28	4:06	3:17	2:44	2:21



CATEGORY	COPTER
H-ILS 24	266-¼ 200 (200-¼)
H-LOC 24	560-¼ 494 (500-¼)

NE-2, 14 JAN 2010 to 11 FEB 2010

LOC I-FOK	APP CRS	Rwy Idg	9000
111.7	236°	TDZE	66
		Apt Elev	67

ILS or LOC RWY 24

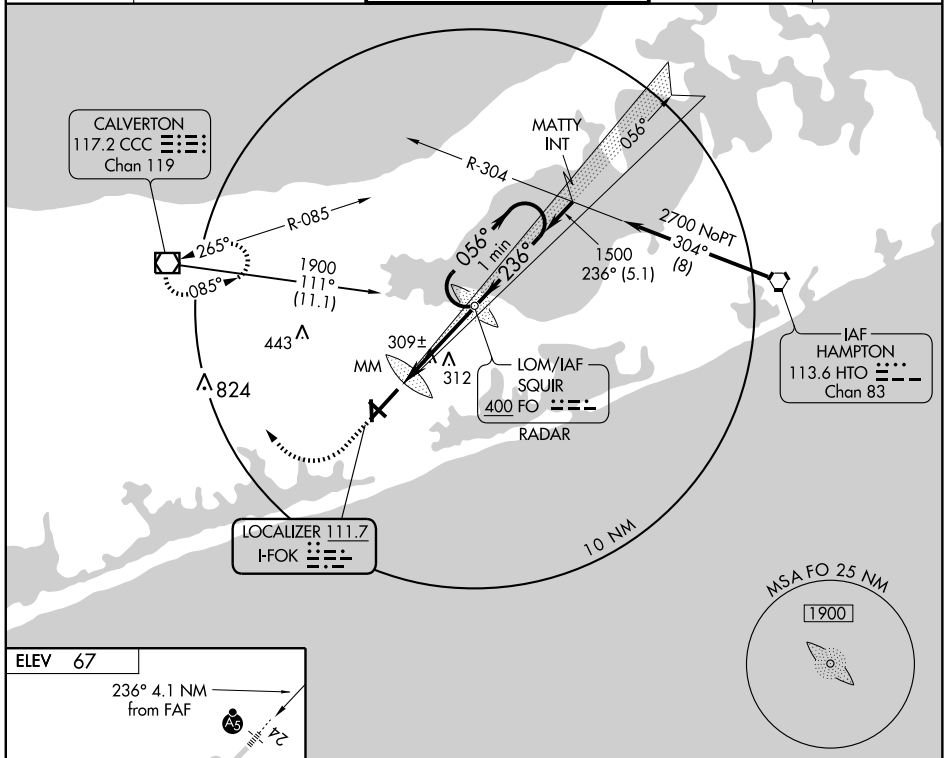
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

If local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all DA/MDAs 60 feet.

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

ASOS	NEW YORK APP CON	SUFFOLK COUNTY TOWER ★	GND CON	UNICOM
119.925	125.975 343.65	125.3 (CTAF) L 236.6	121.8 225.4	122.95

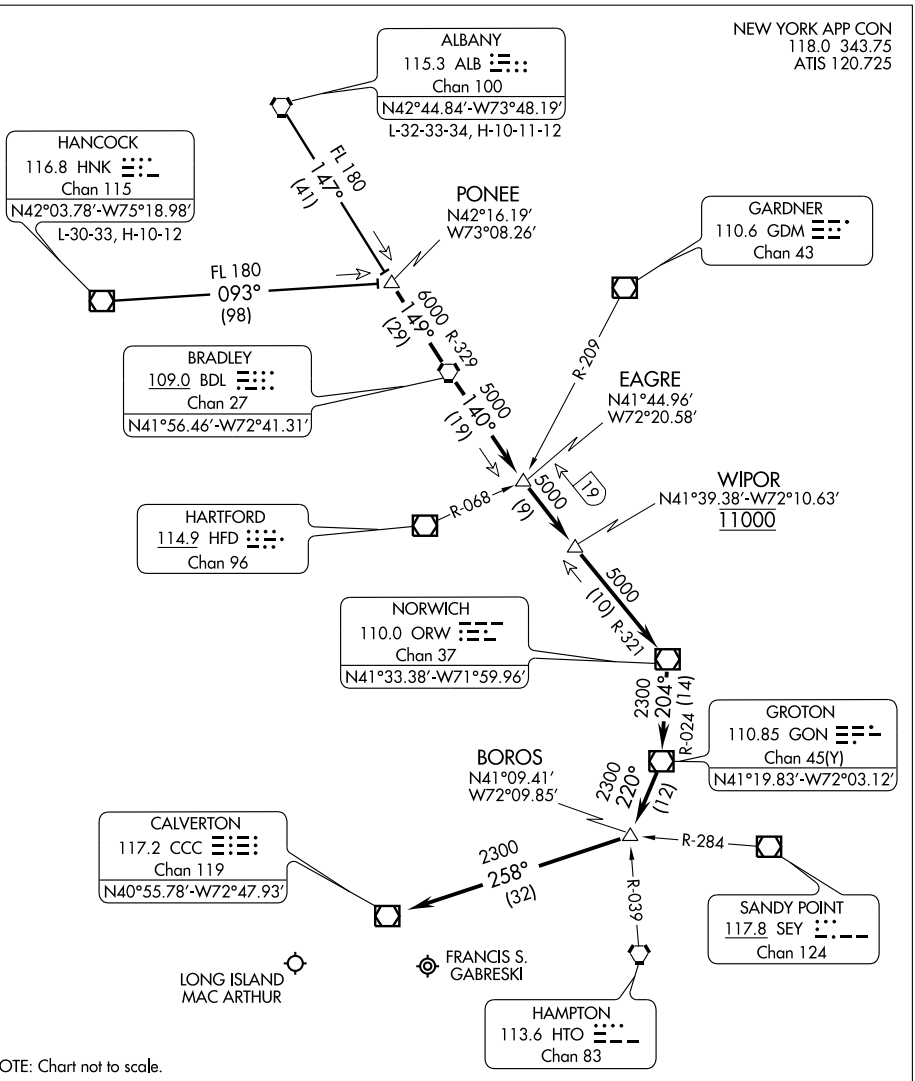


FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
S-ILS 24	266-½ 200 (200-½)			
S-LOC 24	560-½ 494 (500-½)		560-¾ 494 (500-¾)	560-1 494 (500-1)
CIRCLING	600-1 533 (600-1)	620-1 553 (600-1)	620-1½ 553 (600-1½)	640-2 573 (600-2)

NE-2. 14 JAN 2010 to 11 FEB 2010

PONEE TWO ARRIVAL



NOTE: Chart not to scale.

ALBANY TRANSITION (ALB.PONEE2): From over ALB VORTAC via ALB R-147 to PONEE INT. Thence. . . .

HANCOCK TRANSITION (HNK.PONEE2): From over HNK VOR/DME via HNK R-093 to PONEE INT. Thence. . . .

. . . . From over PONEE INT via BDL R-329 to BDL VORTAC; then via BDL R-140 to ORW VOR/DME, then via ORW R-204 to GON VOR/DME, then via GON R-220 to BOROS INT, then direct to CCC VOR/DME. Expect radar vectors to final approach course.

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 81822 W06A	APP CRS 055°	Rwy Idg 9000 TDZE 57 Apt Elev 67

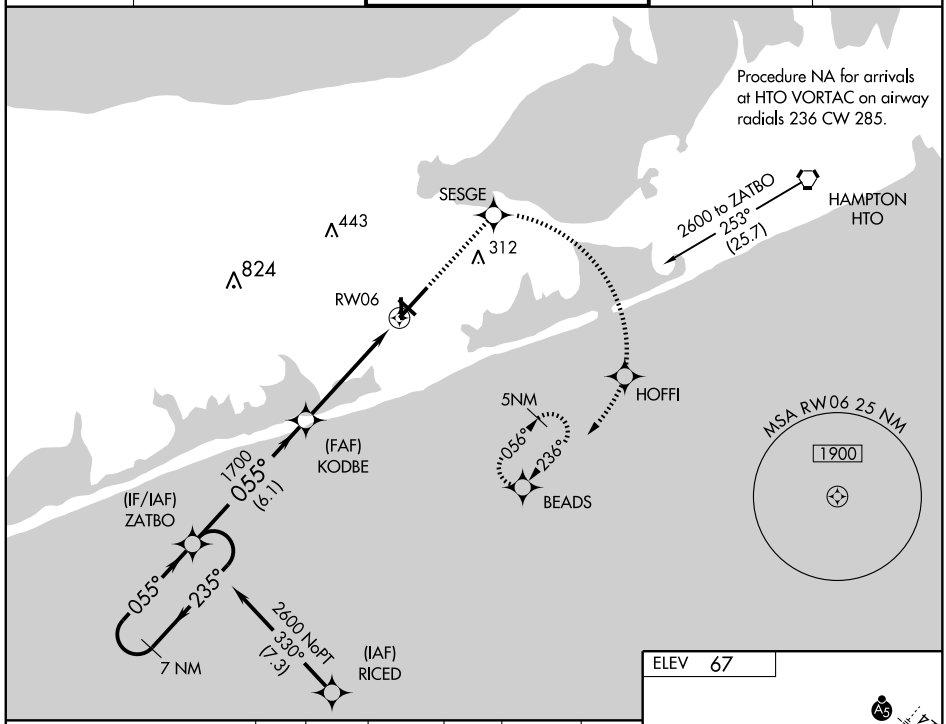
RNAV (GPS) RWY 6

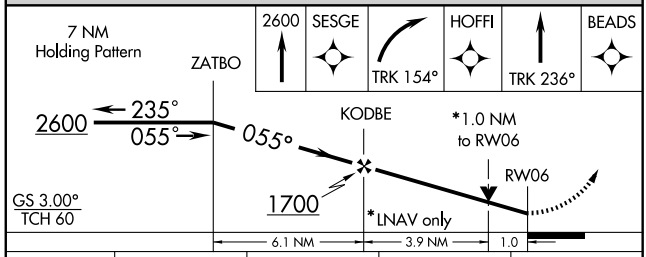
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

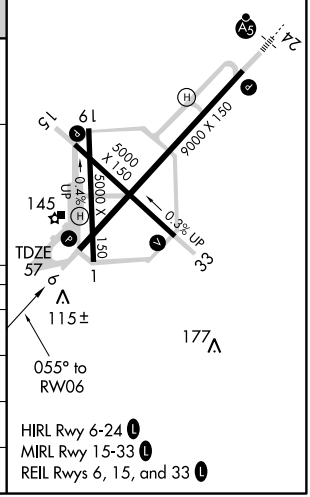
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct SESGE and right turn via 154° track to HOFFI and via 236° track to BEADS and hold.

ASOS	NEW YORK APP CON	SUFFOLK COUNTY TOWER ★	GND CON	UNICOM
119.925	125.975 343.65	125.3 (CTAF) L 236.6	121.8 225.4	122.95







CATEGORY	A	B	C	D
LPV DA	332-1 275 (300-1)			
LNAV/ VNAV DA	415-1¼ 358 (400-1¼)			
LNAV MDA	440-1 383 (400-1)			440-1¼ 383 (400-1¼)
CIRCLING	600-1¼ 533 (600-1¼)	640-1¼ 573 (600-1¼)	640-1½ 573 (600-1½)	640-2 573 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15, and 33 L

NE-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	9000
CH 40009	236°	TDZE	66
W24A		Apt Elev	67

RNAV (GPS) RWY 24

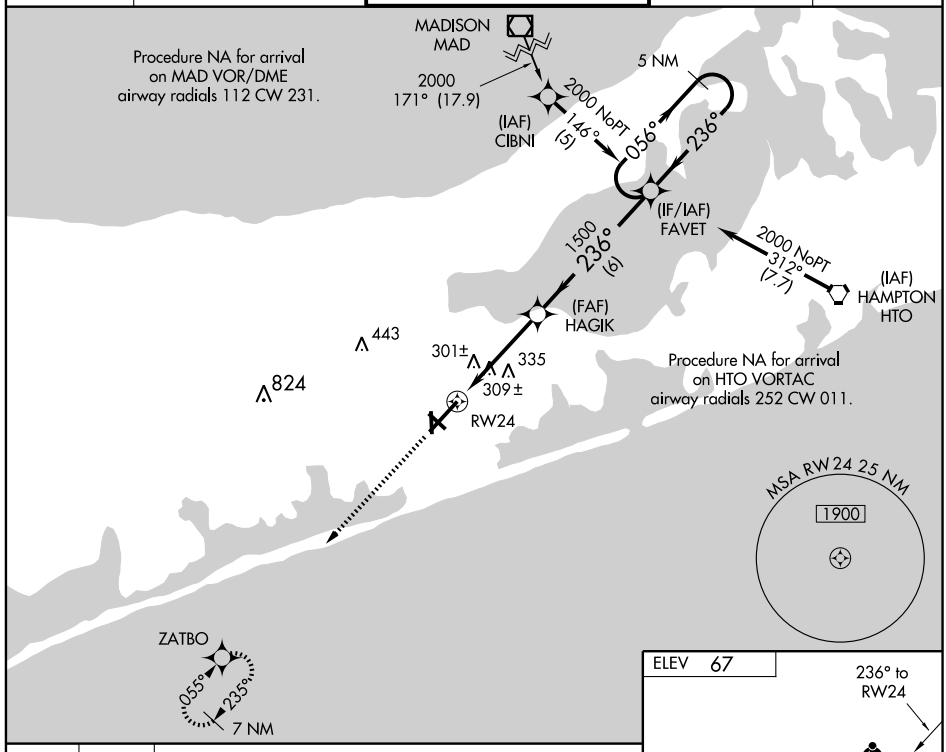
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

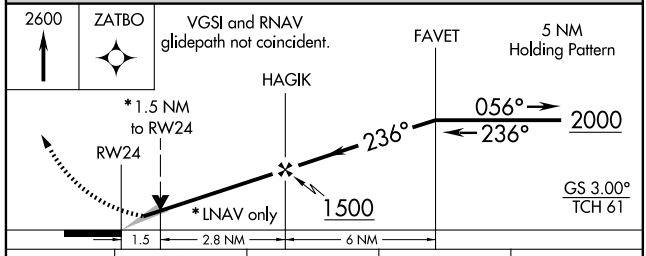
If local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Long Island MacArthur altimeter setting. Baro-VNAV NA below -15°C (5°F). For inoperative MALSR increase LPV visibility to 1 mile all CATs. DME/DME RNP-0.3 NA.

MALSR

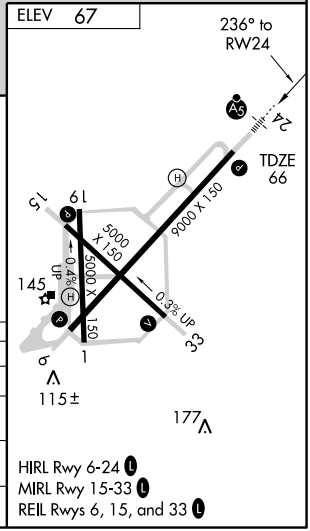
MISSED APPROACH: Climb to 2600 direct ZATBO and hold.

ASOS	NEW YORK APP CON	SUFFOLK COUNTY TOWER ★	GND CON	UNICOM
119.925	125.975 343.65	125.3 (CTAF) L 236.6	121.8 225.4	122.95





CATEGORY	A	B	C	D
LPV DA	374-½ 308 (400-½)			
LNAV/VNAV DA	614-1½ 548 (600-1½)			
LNAV MDA	600-½ 534 (600-½)		600-1 534 (600-1)	600-1¼ 534 (600-1¼)
CIRCLING	620-2 553 (600-2)			640-2 573 (600-2)



NE-2, 14 JAN 2010 to 11 FEB 2010

TACAN RWY 6

WESTHAMPTON BEACH/
FRANCIS S. GABRESKI (KFOK)

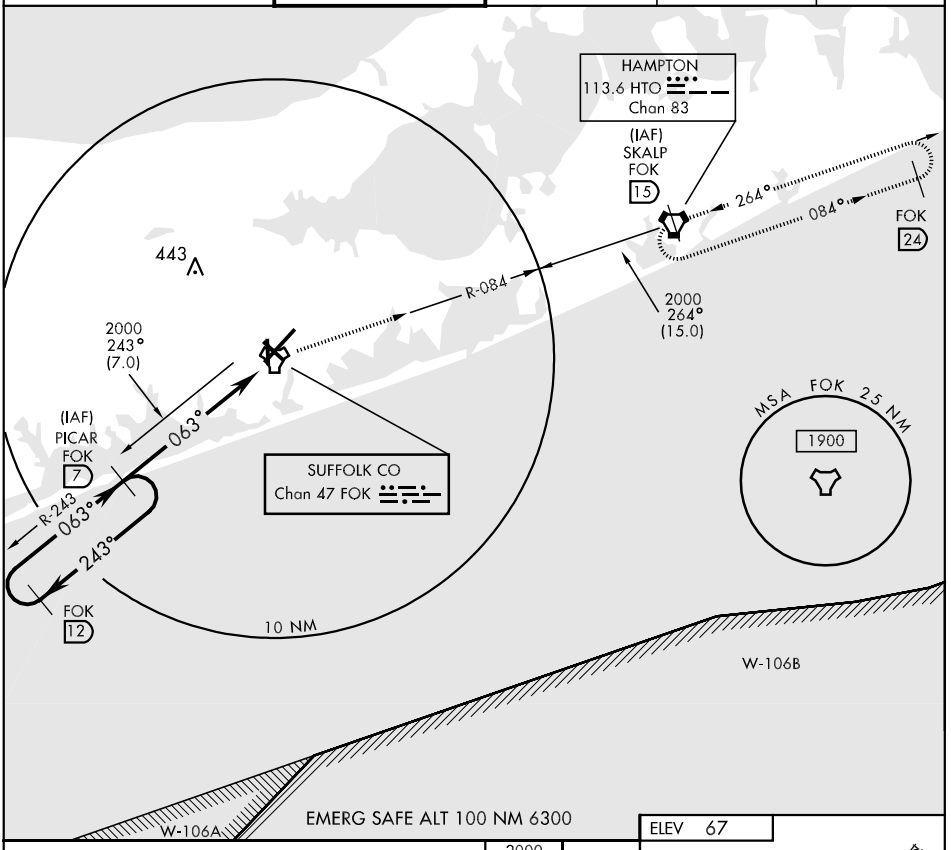
FOK TACAN Chan 47	APCH CRS 063°	Rwy ldg 9000 TDZE 57 Arpt Elev 67

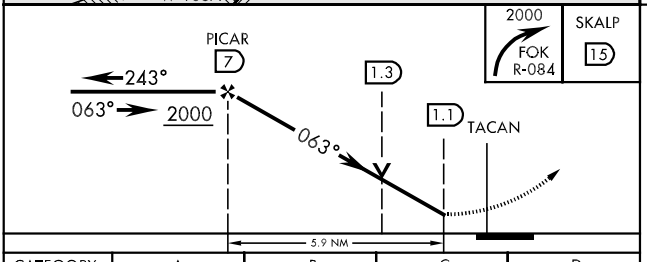
AL-996 [USAF]

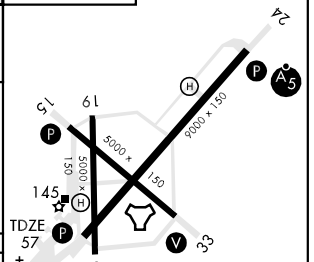
When control zone not effective, procedure not authorized.

MISSED APPROACH: Climbing right turn to 2000 via FOK TACAN R-084 to FOK 15 DME (SKALP) and hold.

NEW YORK APP CON	SUFFOLK CO TOWER ★	GND CON	UNICOM	ASOS
125.975 343.65	125.3 (CTAF) L 236.6	121.8 225.4	122.95	119.925







CATEGORY	A	B	C	D
S-6	380-1 323 (400-1)			
CIRCLING	600-1 533 (600-1)	620-1 553 (600-1)	620-1½ 553 (600-1½)	640-2 573 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

TACAN RWY 24

WESTHAMPTON BEACH/
FRANCIS S. GABRESKI (KFOK)

FOK TACAN Chan 47	APCH CRS 230°	Rwy ldg 9000 TDZE 66 Arpt Elev 67

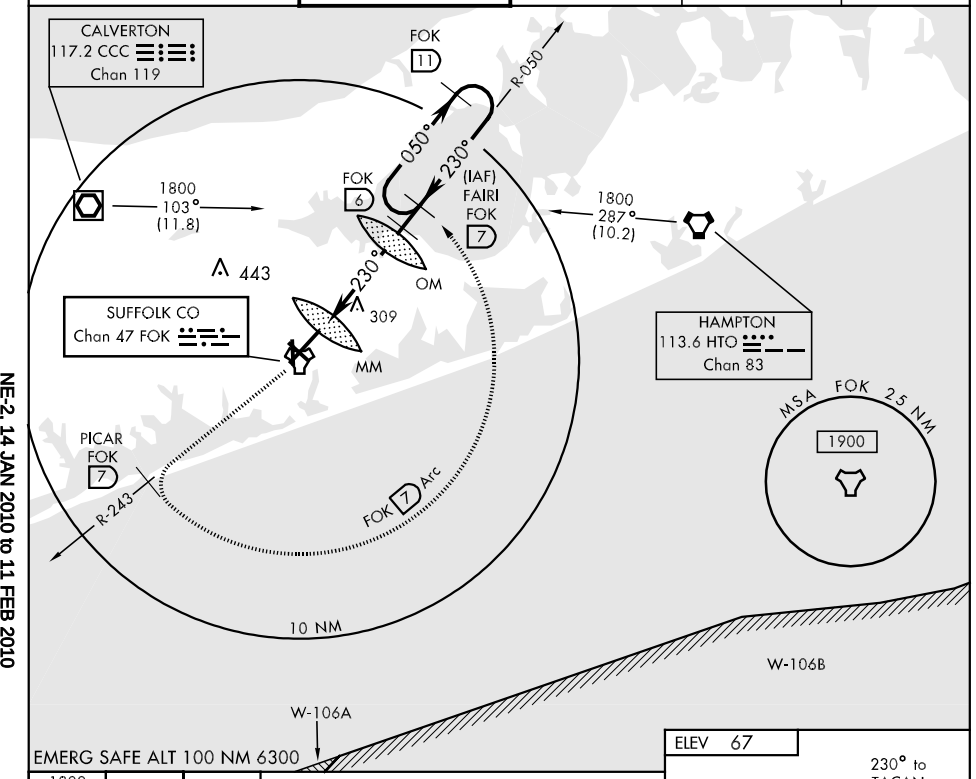
AL-996 [USAF]

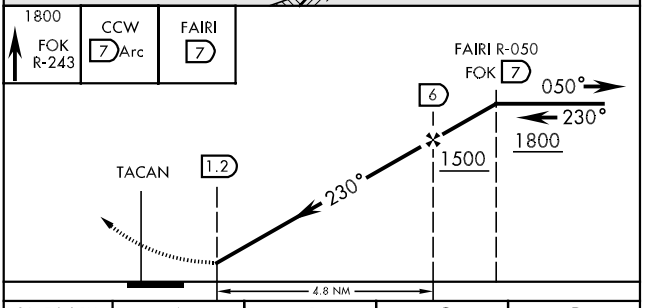
When control zone not effective, procedure not authorized.

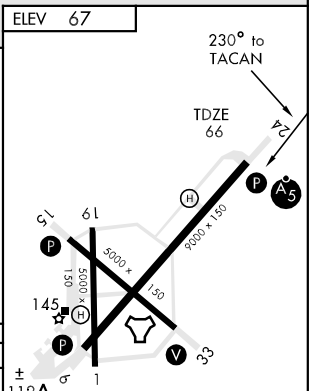
MALSR

MISSED APPROACH: Climb to 1800 via R-243 to 7 DME CCW Arc to FAIRI 7 DME and hold.

NEW YORK APP CON	SUFFOLK CO TOWER ★	GND CON	UNICOM	ASOS
125.975 343.65	125.3 (CTAF) L 236.6	121.8 225.4	122.95	119.925







HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwy 6, 15 and 33 L

CATEGORY	A	B	C	D
S-24	600-½ 534 (600-½)		600-1 534 (600-1)	600-1¼ 534 (600-1¼)
CIRCLING	600-1 533 (600-1)	620-1 553 (600-1)	620-1½ 553 (600-1½)	640-2 573 (600-2)

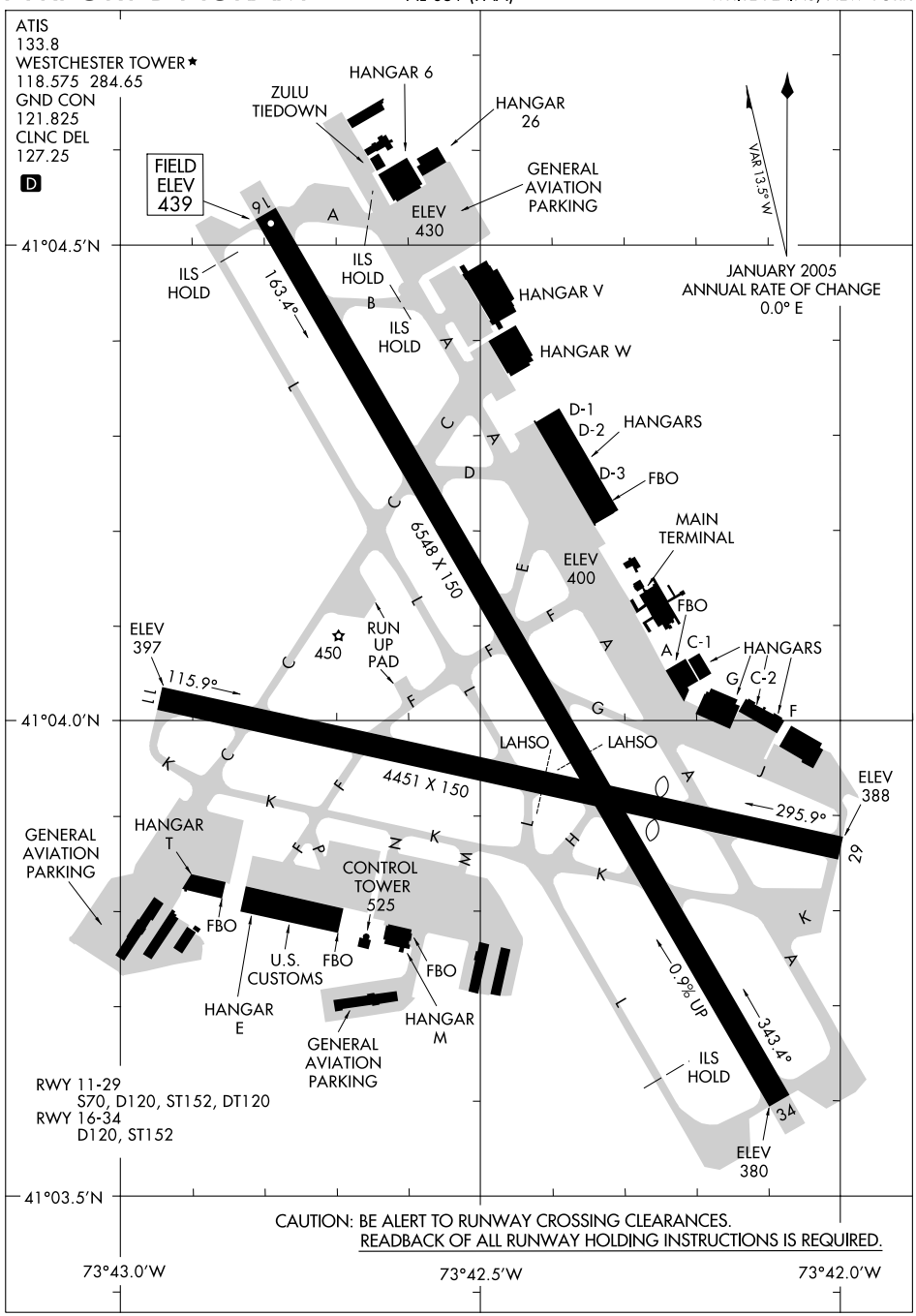
NE-2, 14 JAN 2010 to 11 FEB 2010

09013

AIRPORT DIAGRAM

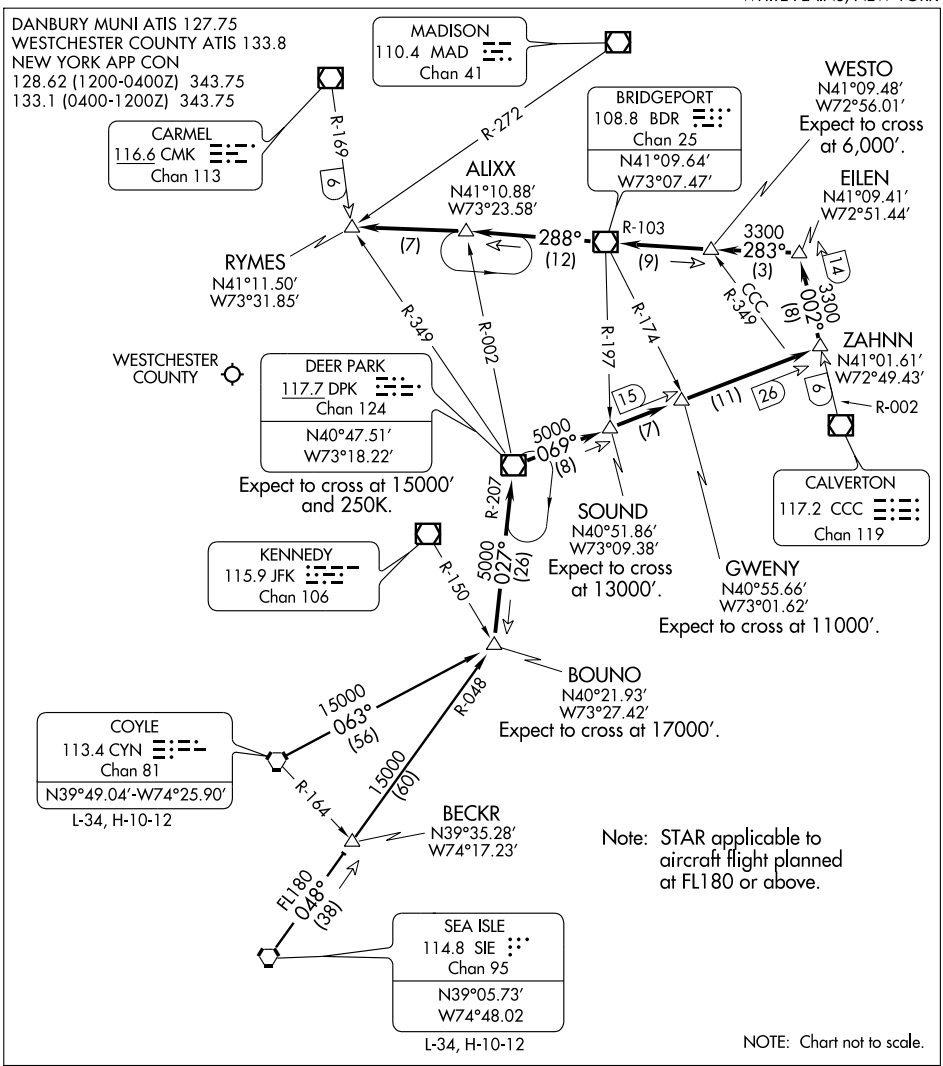
AL-651 (FAA)

WHITE PLAINS/WESTCHESTER COUNTY (HPN)
WHITE PLAINS, NEW YORK



NE-2, 14 JAN 2010 to 11 FEB 2010

BOUNO FOUR ARRIVAL



ARRIVAL ROUTE DESCRIPTION

COYLE TRANSITION (CYN.BOUNO4): From over CYN VORTAC via CYN R-063 to BOUNO INT. Thence . . . .

SEA ISLE TRANSITION (SIE.BOUNO4): From over SIE VORTAC via SIE R-048 to BOUNO INT. Thence . . . .

. . . . From over BOUNO INT via DPK R-207 to DPK VOR/DME, then via DPK R-069 to ZAHNN INT, then via CCC R-002 to EILEN INT, then via BDR R-103 to BDR VOR/DME, then via BDR R-288 to RYMES INT. Expect radar vectors to final approach course.

WHITE PLAINS, NEW YORK

AL-651 (FAA)

LOC/DME I-HPN	APP CRS	Rwy Idg 6548
109.7	162°	TDZE 439
Chan 34		Apt Elev 439

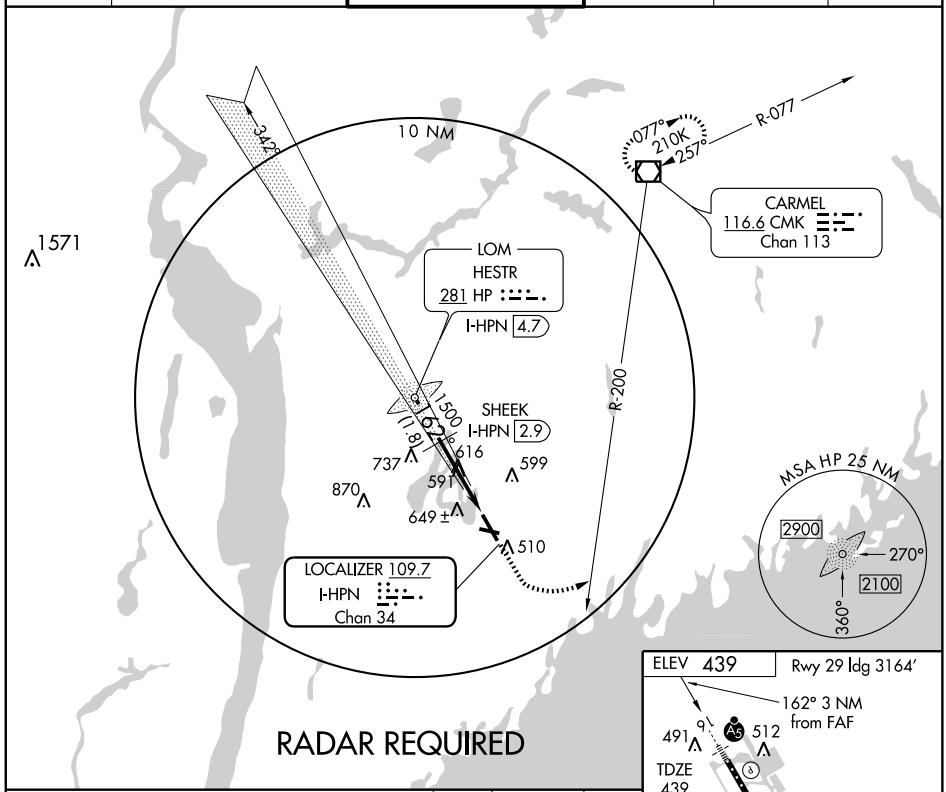
COPTER ILS or LOC/DME RWY 16

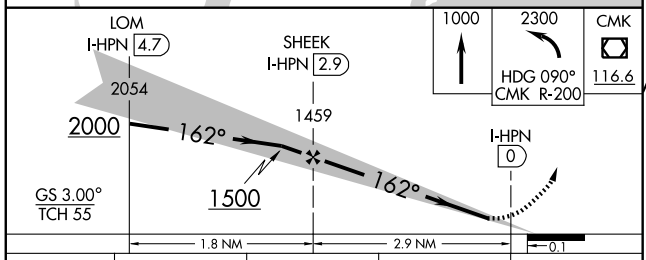
WHITE PLAINS/WESTCHESTER COUNTY (HPN)

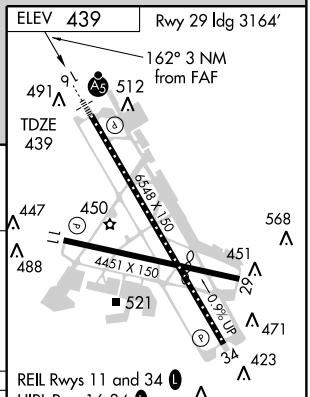
MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2300 via heading 090° and CMK R-200 to CMK VOR/DME and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95







CATEGORY	A	B	C	D
S-ILS 162°	639/12 200 (200-¼)	NA		
S-LOC 162°	940/12 501 (600-¼)	NA		
CIRCLING	NA			

Knots	45	60	75	90	105
Min:Sec					

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-HPN	APP CRS	Rwy Idg 6548
109.7	162°	TDZE 439
Chan 34		Apt Elev 439

ILS or LOC RWY 16

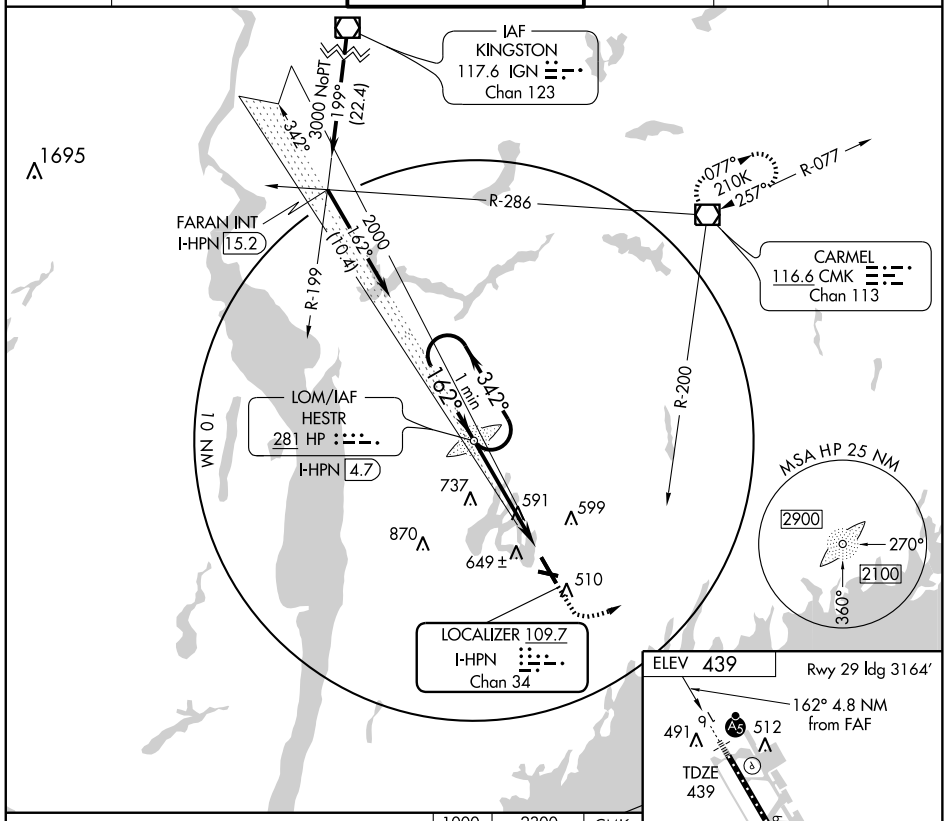
WHITE PLAINS/WESTCHESTER COUNTY (HPN)

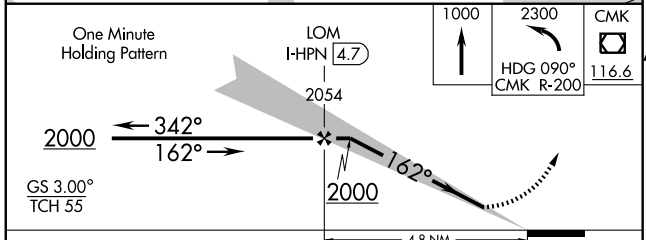
For inoperative MALSR, increase S-LOC 16 Cats A, B visibility to RVR 5000.

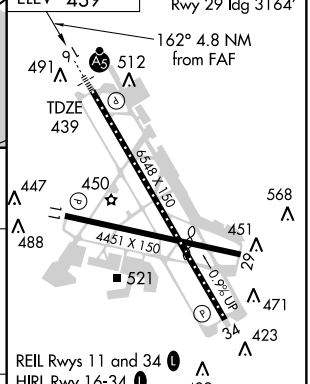
MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2300 via heading 090° and CMK R-200 to CMK VOR/DME and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95







	A	B	C	D
S-ILS 16	639/18 200 (200-½)			
S-LOC 16	940/24 501 (600-½)		940/50 501 (600-1)	
CIRCLING	960-1 521 (600-1)		960-1½ 521 (600-1½)	1000-2 561 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-OJZ	APP CRS	Rwy Idg 6548
109.7	342°	TDZE 402
Chan 34		Apt Elev 439

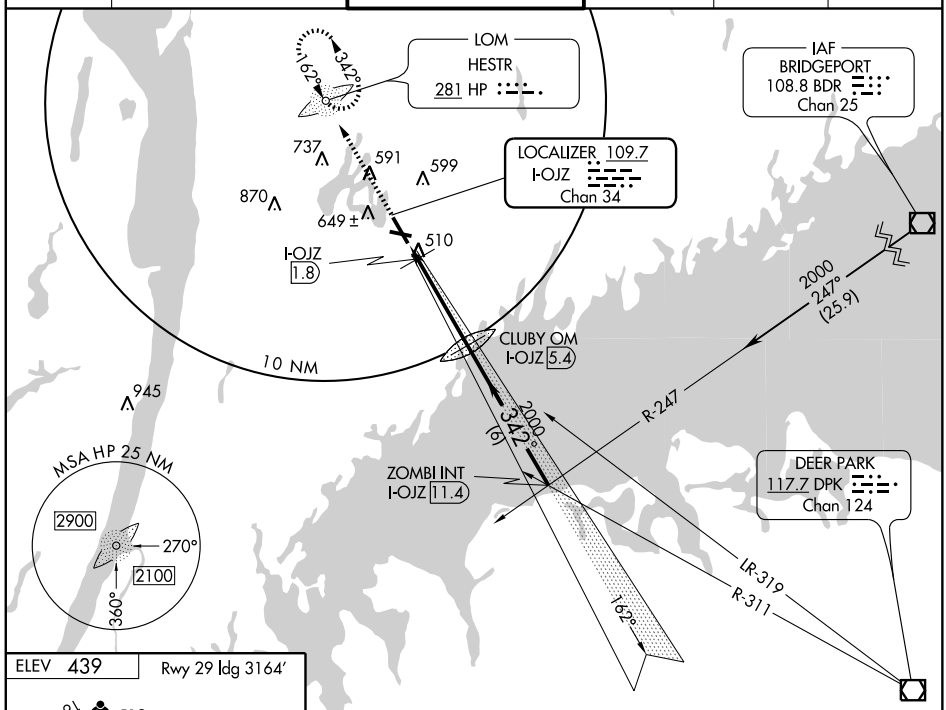
ILS or LOC RWY 34

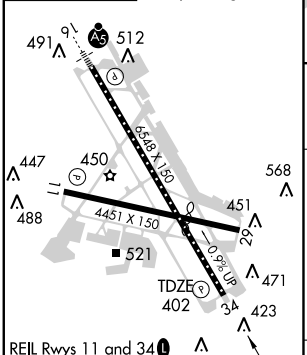
WHITE PLAINS/WESTCHESTER COUNTY (HPN)

ADF Required.

MISSED APPROACH: Climb to 2000 direct HP LOM and hold.

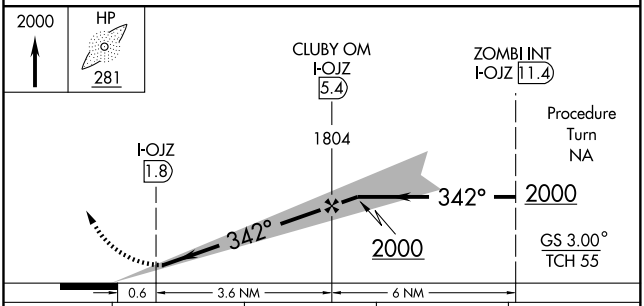
ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95





FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-ILS 34	678/50 276 (300-1)			
S-LOC 34	760/50 358 (400-1)			760/60 358 (400-1¼)
CIRCLING	960-1 521 (600-1)		960-1½ 521 (600-1½)	1000-2 561 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

LOM HP	APP CRS	Rwy Idg	6548
281	162°	TDZE	439
		Apt Elev	439

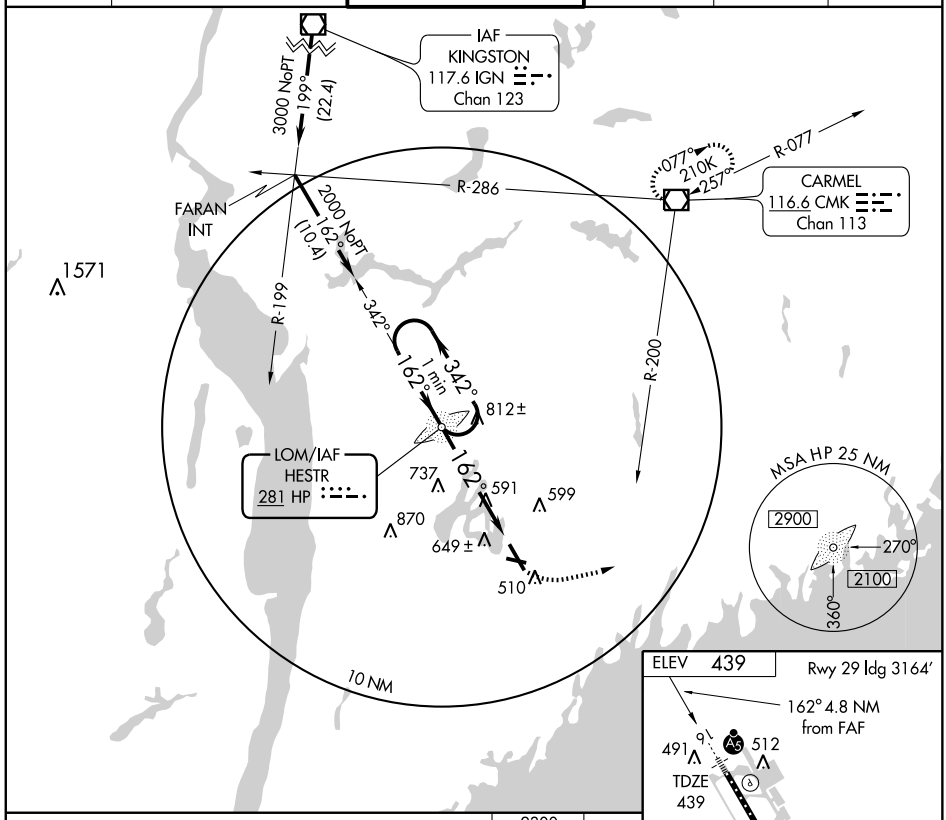
NDB RWY 16

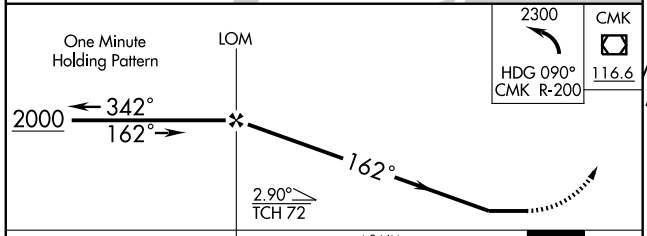
WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

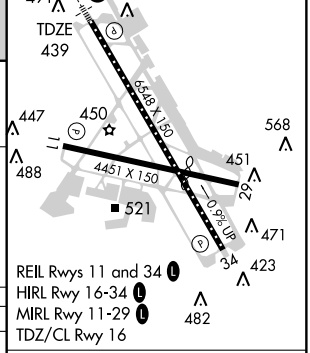
MALSR

MISSED APPROACH: Climbing left turn to 2300 via heading 090° and CMK R-200 to CMK VOR/DME and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95







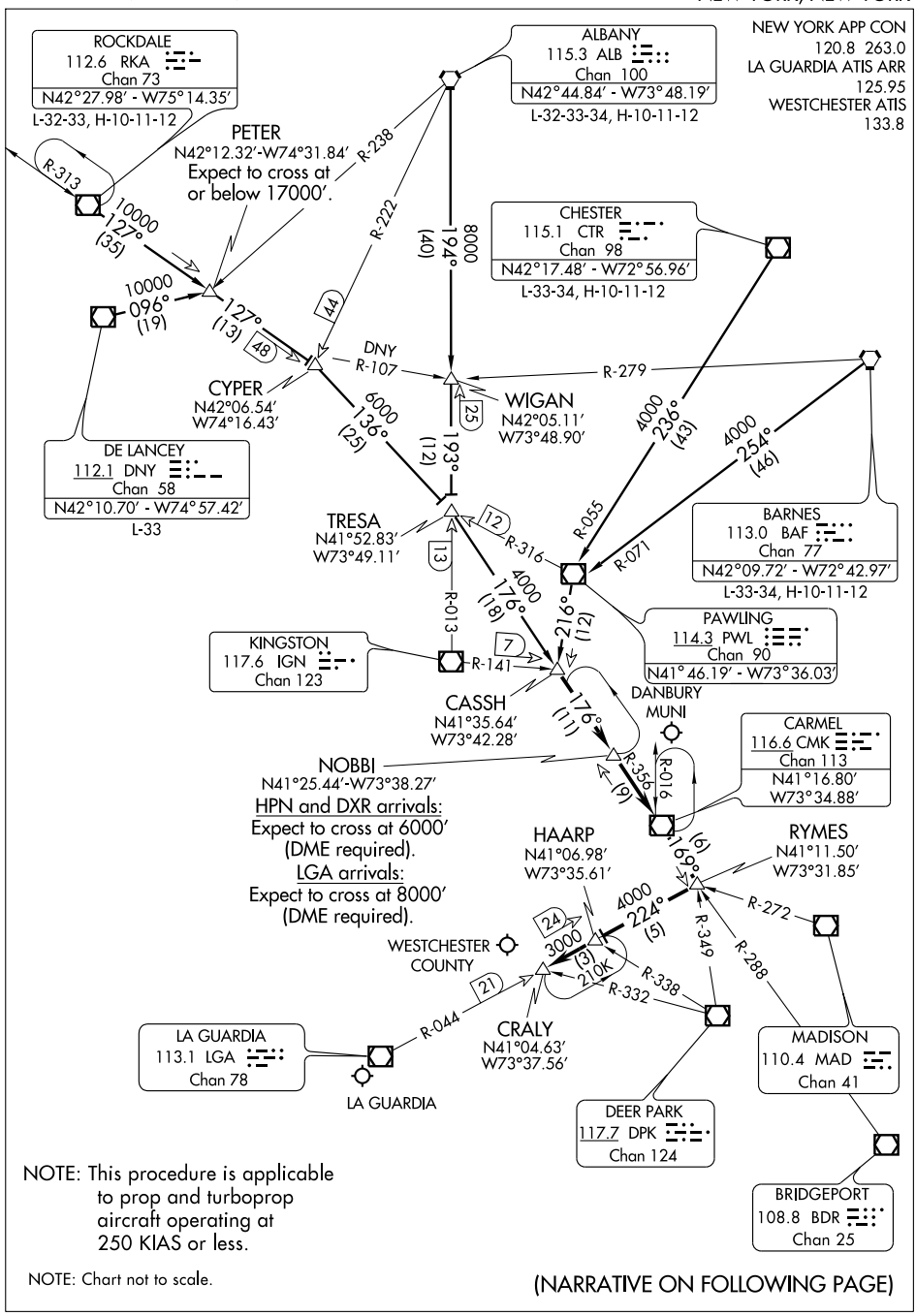
CATEGORY	A	B	C	D
S-16	1120/40	681 (700-¾)	1120 - 1½ 681 (700-1½)	1120 - 2 681 (700-2)
CIRCLING	1120 - 1	681 (700-1)	1120 - 2 681 (700-2)	1120 - 2¼ 681 (700-2¼)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-2. 14 JAN 2010 to 11 FEB 2010

NOBBI FIVE ARRIVAL



NOTE: This procedure is applicable to prop and turboprop aircraft operating at 250 KIAS or less.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-2, 14 JAN 2010 to 11 FEB 2010

ARRIVAL ROUTE DESCRIPTION

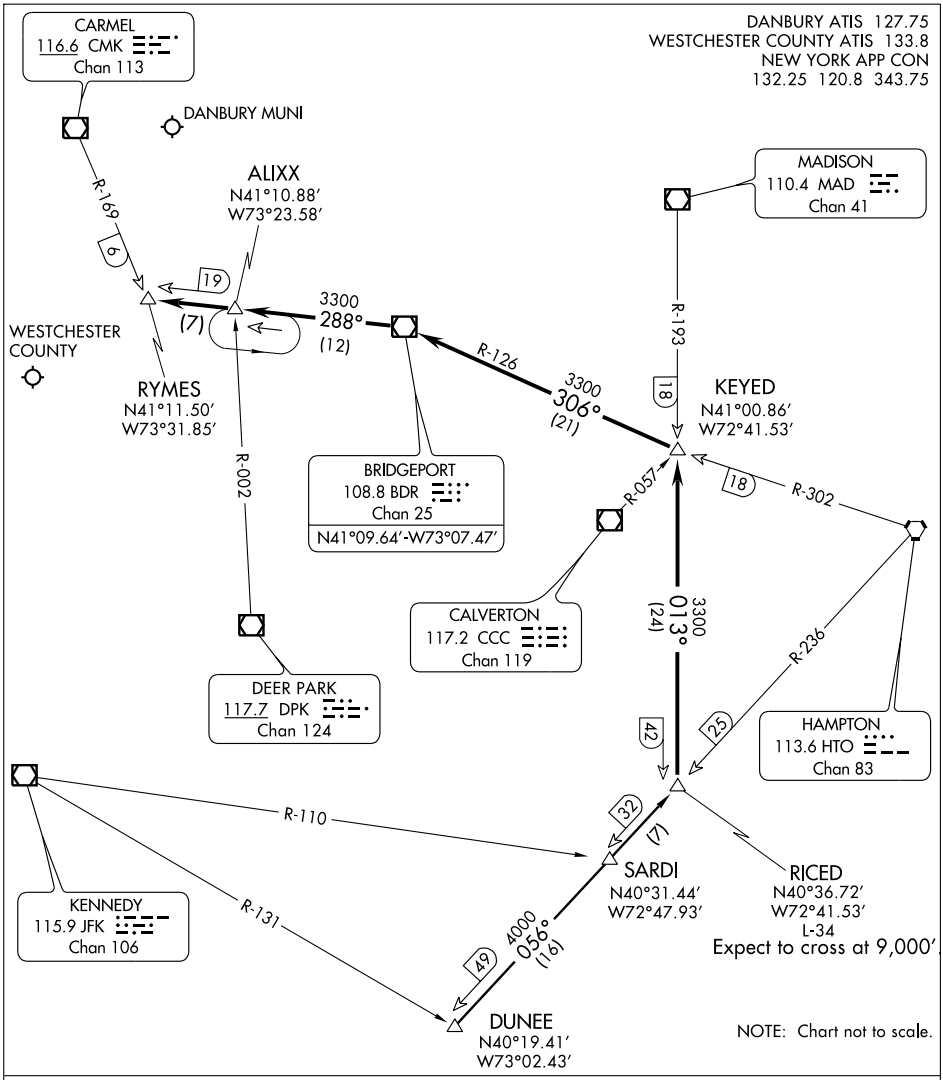
ALBANY TRANSITION (ALB.NOBBI5): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .
BARNES TRANSITION (BAF.NOBBI5): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .
CHESTER TRANSITION (CTR.NOBBI5): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .
DE LANCEY TRANSITION (DNY.NOBBI5): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .
ROCKDALE TRANSITION (RKA.NOBBI5): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

NE-2, 14 JAN 2010 to 11 FEB 2010

RICED FOUR ARRIVAL (RICED.RICED4)

WHITE PLAINS, NEW YORK



NE-2, 14 JAN 2010 to 11 FEB 2010

ARRIVAL ROUTE DESCRIPTION

DUNEE TRANSITION (DUNEE.RICED4): From over DUNEE INT via HTO R-236 to RICED INT, thence. . . .

. . . . From over RICED INT via MAD R-193 to intercept BDR R-126 to BDR VOR/DME then via BDR R-288 to RYMES INT. Expect radar vectors to final approach course.

APP CRS	Rwy Idg	6548
162°	TDZE	439
	Apt Elev	439

RNAV (GPS) RWY 16

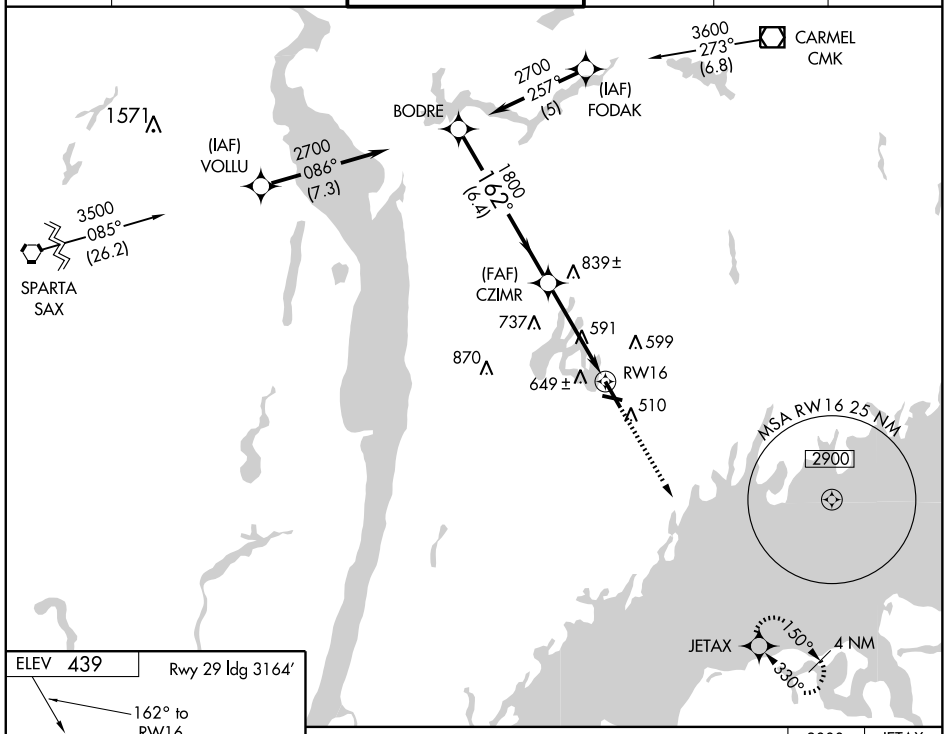
WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

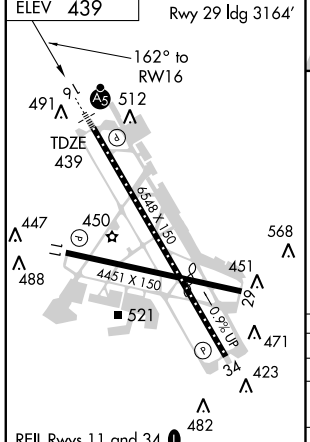
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Inoperative table does not apply to LNAV Cat A/B.

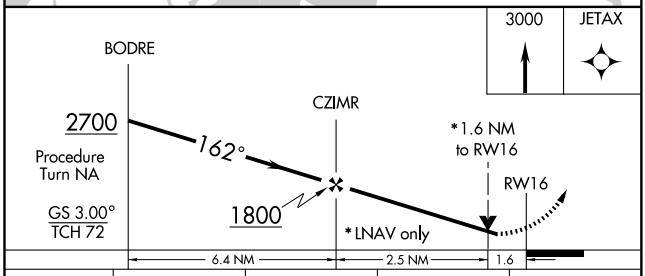
MALSR

MISSED APPROACH: Climb to 3000 direct JETAX WP and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	900/50 461 (500-1)			
LNAV MDA	1020/50 581 (600-1)			1020 /60 581 (600-1¼)
CIRCLING	1020 - 1½ 581 (600-1½)			1020 - 2 581 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6548
CH 99410	342°	TDZE	402
W34A		Apt Elev	439

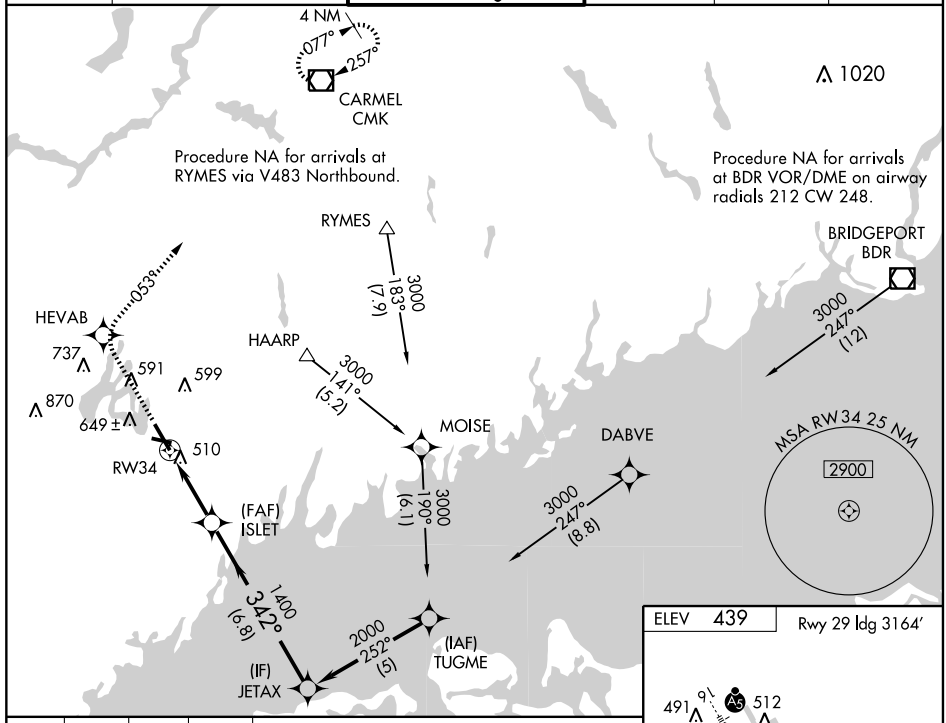
RNAV (GPS) RWY 34

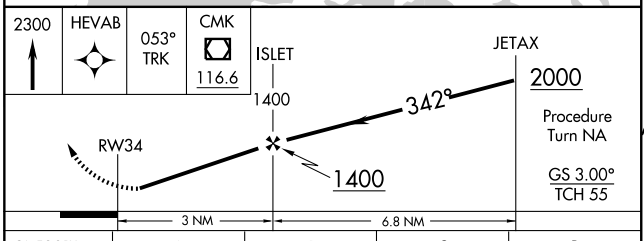
WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

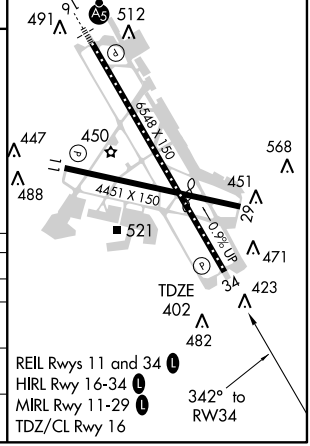
Circling to Rwy 34, Rwy 29, and Rwy 11 NA at night. Baro-VNAV NA when using La Guardia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use La Guardia altimeter setting and increase LPV DA to 833 ft; LNAV/VNAV DA to 884 ft, and all MDA 120 ft; increase LPV and LNAV/VNAV visibility ¼ mile all Cats; LNAV Cat C ¼ mile, Cat D ½ mile; Circling Cat C and D ¼ mile.

MISSED APPROACH: Climb to 2300 direct HEVAB and via 053° track to CMK VOR/DME and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95





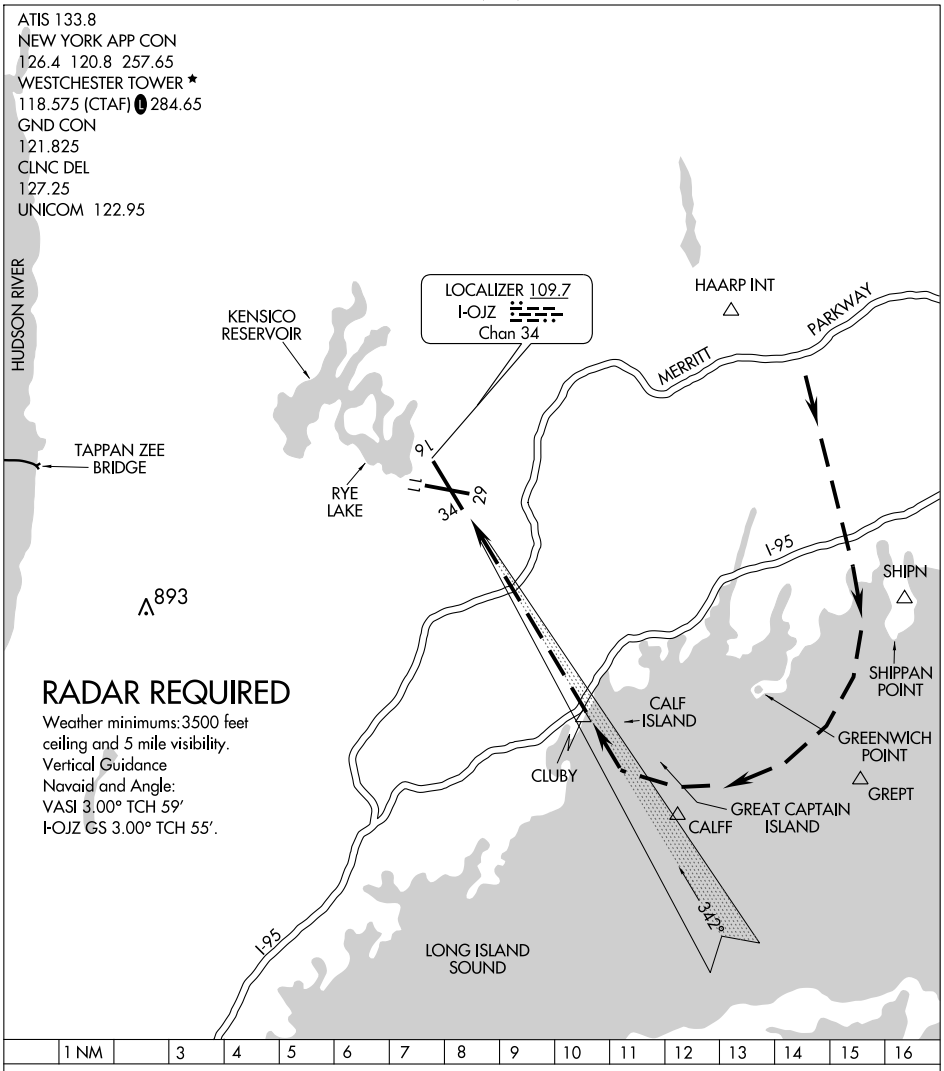


CATEGORY	A	B	C	D
LPV DA	730/60 328 (300-1¼)			
LNAV/VNAV DA	781-1½ 379 (400-1½)			
LNAV MDA	820/50 418 (400-1)		820/60 418 (400-1¼)	
CIRCLING	960-1 521 (600-1)		960-1½ 521 (600-1½)	1000-2 561 (600-2)

NE-2, 14 JAN 2010 to 11 FEB 2010

SOUND VISUAL RWY 34

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)
WHITE PLAINS, NEW YORK
AL-651 (FAA)



SOUND VISUAL RWY 34

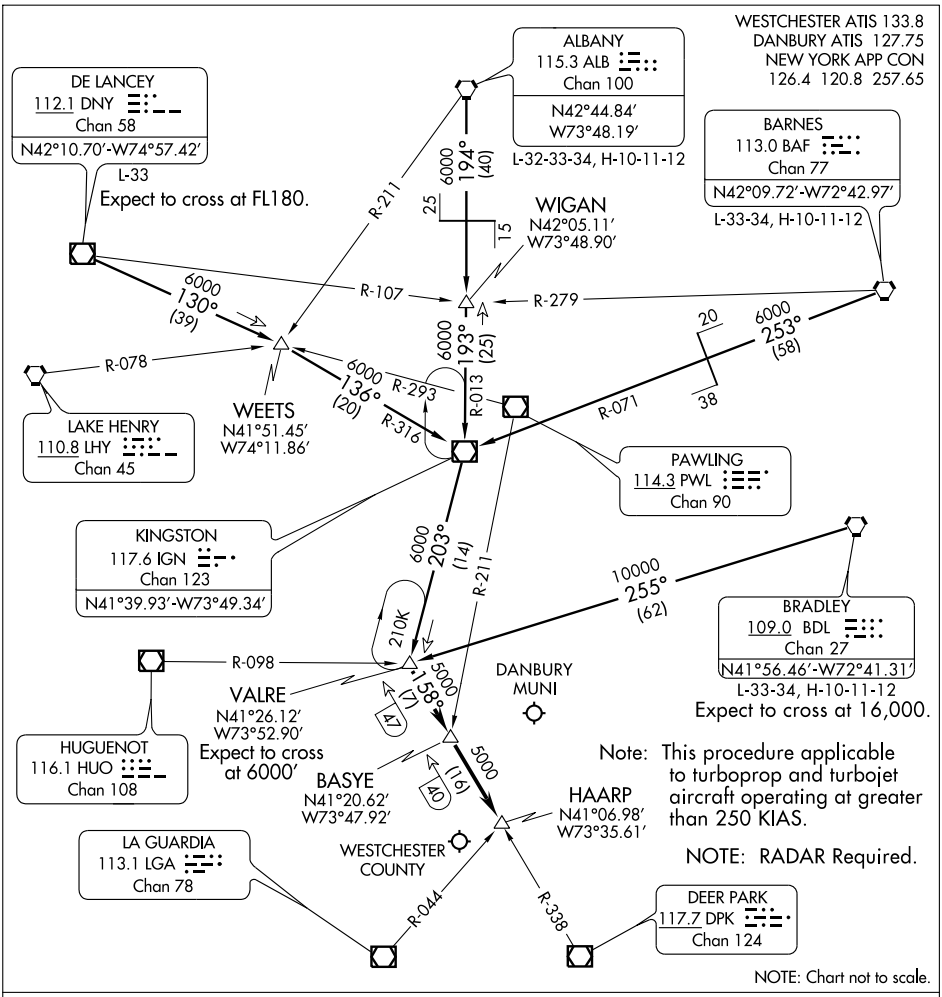
When cleared for a Sound Approach to RWY 34, maintain 3000 feet until south of the shoreline on base leg (2000 feet when authorized by ATC).

Fly depicted track to remain offshore of Greenwich Point.

(VALRE.VALRE3) 09295 ST-651 (FAA)

VALRE THREE ARRIVAL

WHITE PLAINS, NEW YORK



ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.VALRE3): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

BARNES TRANSITION (BAF.VALRE3): From over BAF VORTAC via BAF R-253 and IGN R-071 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

BRADLEY TRANSITION (BDL.VALRE3): From over BDL VORTAC via BDL R-255 to VALRE INT. Thence. . . .

DE LANCEY TRANSITION (DNY.VALRE3): From over DNY VOR/DME via DNY R-130 to WEETS INT, then via IGN R-316 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

. . . .From over VALRE INT via DPK VOR/DME R-338 to HAARP INT. Expect radar vectors to final approach course.

NE-2, 14 JAN 2010 to 11 FEB 2010

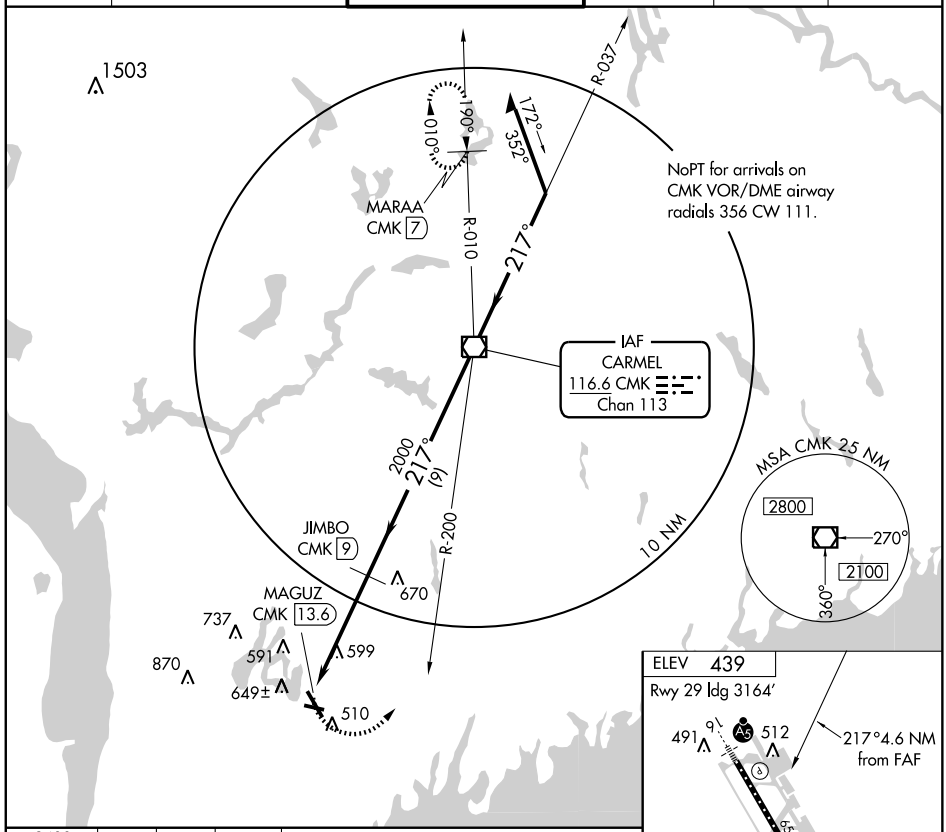
VOR/DME CMK	APP CRS	Rwy Idg	N/A
116.6	217°	TDZE	N/A
Chan 113		Apt Elev	439

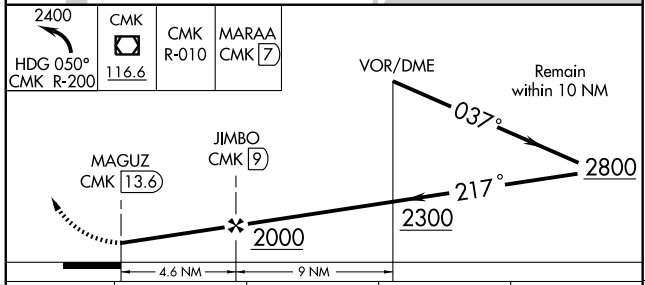
VOR/DME-A

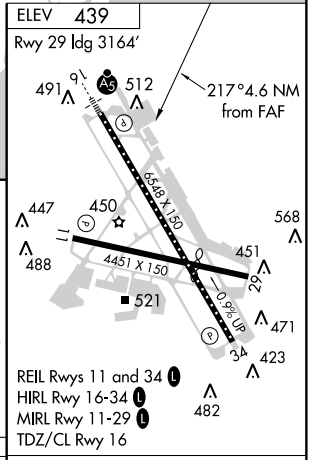
WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

MISSED APPROACH: Climbing left turn to 2400 via heading 050° and CMK R-200 to CMK VOR/DME, then via CMK R-010 to MARAA CMK 7 DME and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95



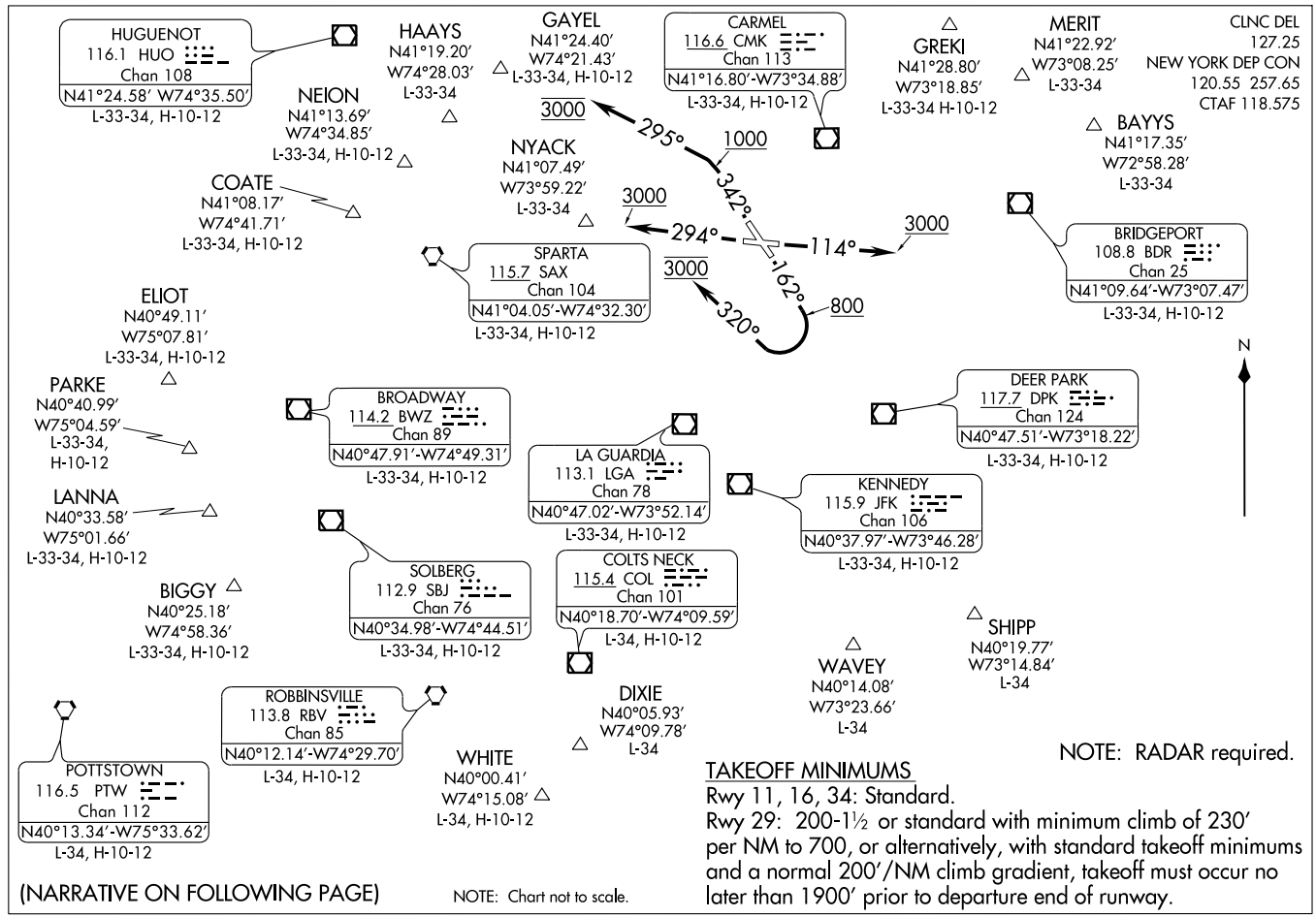




CATEGORY	A	B	C	D
CIRCLING	960 - 1	521 (600- 1)	960 - 1½	1000 - 2
			521 (600- 1½)	561 (600-2)

Knots	60	90	120	150	180
Min:Sec					

NE-2. 14 JAN 2010 to 11 FEB 2010



WESTCHESTER TWO DEPARTURE

(HPN2.HPN) 09295

SI-651 (FAA)

WHITE PLAINS/WESTCHESTER COUNTY (HPN)

WHITE PLAINS, NEW YORK

▼ DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb heading 114° to 3000 feet. Thence....
TAKE-OFF RUNWAY 29: Climb heading 294° to 3000 feet. Thence....
*TAKE-OFF RUNWAY 16: Climb heading 162° to 800 feet then turn right heading 320°, maintain 3000 feet. Thence....
TAKE-OFF RUNWAY 34: Climb heading 342° to 1000 feet then turn left heading 295°, maintain 3000 feet. Thence....

.... via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

*NOTE: Do not exceed 190 KIAS until established on heading 320°. Advise clearance delivery if unable to comply.

NOTE: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.
NOTE: BIGGY departures expect vectors to SBJ/SBJ R-237.
NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.
NOTE: DIXIE departures expect vectors to COL/COL R-192.
NOTE: ELIOT departures expect vectors to SAX R-252.
NOTE: GAYEL departures expect vectors to DPK R-320.
NOTE: GREKI departures expect vectors to CMK R-057.
NOTE: HAAYS departures expect vectors to HUO R-145.
NOTE: LANNA departures expect vectors to PTW R-059.
NOTE: MERIT departures expect vectors to LGA R-055.
NOTE: NEION departures expect vectors to LGA R-322.
NOTE: PARKE departures expect vectors to BWZ/BWZ R-250.
NOTE: SHIPP departures expect vectors to JFK/JFK R-139.
NOTE: WAVEY departures expect vectors to JFK/JFK R-156.
NOTE: WHITE departures expect vectors to COL VOR/DME or COL R-204.

TAKEOFF OBSTACLES:
Rwy 11: Trees beginning 170' from DER, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from DER, 248' left of centerline, 0 AGL/392' MSL'.
Rwy 16: Windsock and trees beginning 309' from DER, 187' left of centerline, up to 101' AGL/510' MSL. Trees beginning 1005' from DER, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from DER, 604' left of centerline, up to 105' AGL/510' MSL. Terrain 273' from DER, 515' left of centerline, 0' AGL/387' MSL.
Rwy 34: Windsock 167' from DER, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from DER, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from DER, 751' right of centerline, up to 104' AGL/504' MSL. OL on DME 605' from DER, 263' right of centerline, 20' AGL/454' MSL.
Rwy 29: Trees beginning 6' from DER, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from DER, 228' left of centerline, up to 108' AGL/488' MSL. Tank 1.19 NM DER, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from DER, 485' right of centerline, 23' AGL/417' MSL.

WAAS	APP CRS	Rwy Idg	3801
CH 90507	100°	TDZE	424
W10A		Apt Elev	424

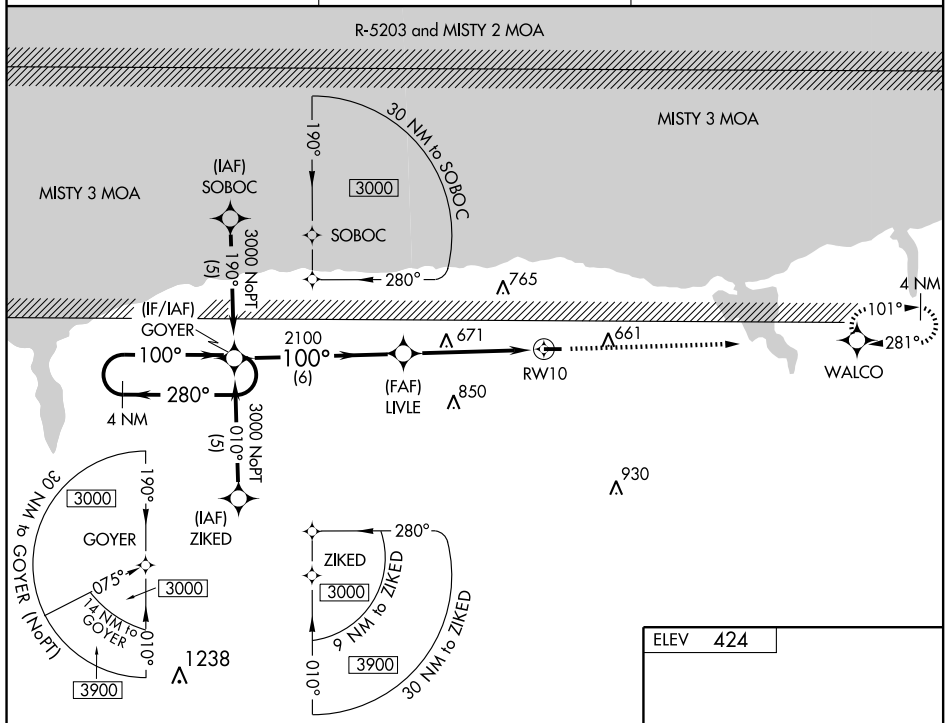
RNAV (GPS) RWY 10
WILLIAMSON-SODUS (SDC)

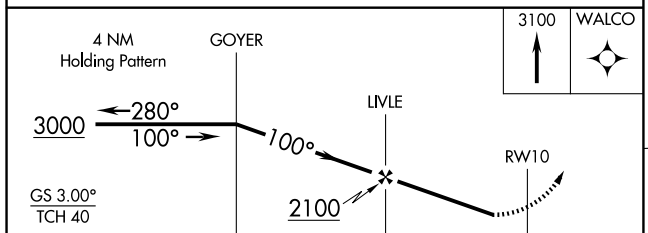
NA

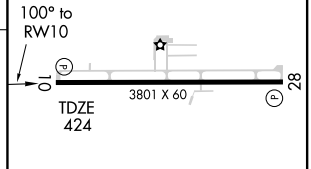
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase all DA 77 feet and all MDA 80 feet, LPV all Cats visibility ¼ mile, and circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3100 direct WALCO and hold.

AWOS-3	ROCHESTER APP CON	UNICOM
124.2	119.55 269.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	760 - 1¼ 336 (400-1¼)			NA
LNAV MDA	940 - 1 516 (600-1)		940 - 1½ 516 (600-1½)	NA
CIRCLING	940 - 1 516 (600-1)	960 - 1 536 (600-1)	1020 - 1½ 596 (600-1½)	NA

MIRL Rwy 10-28 L

NE-2. 14 JAN 2010 to 11 FEB 2010

APP CRS		
280°	Rwy Idg	3801
	TDZE	422
	Apt Elev	424

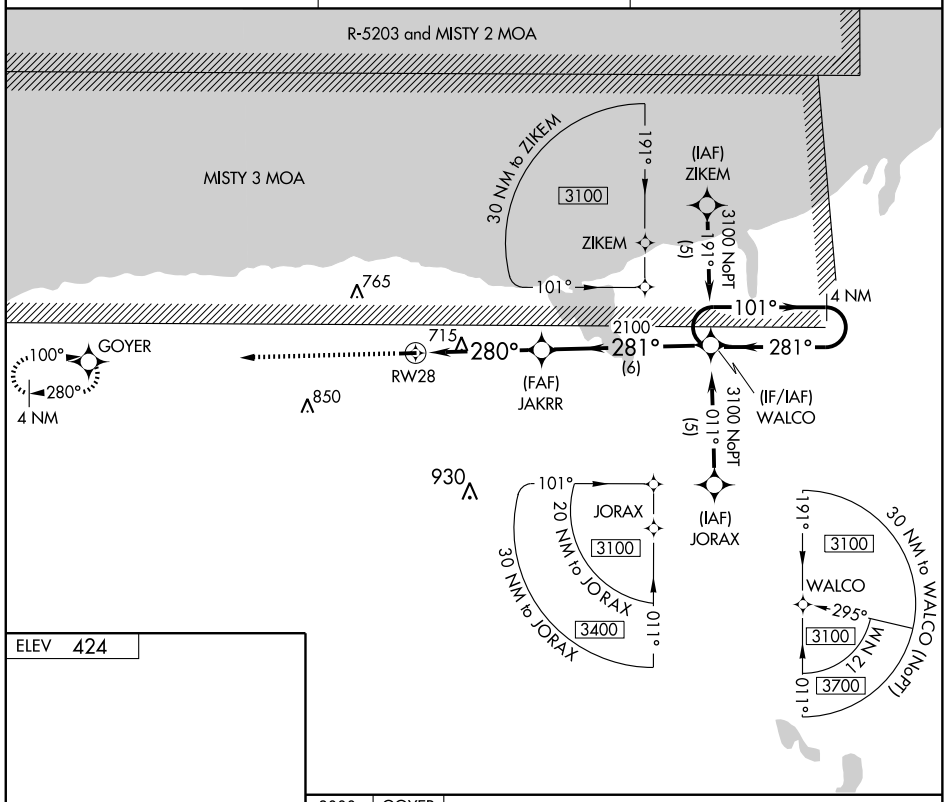
RNAV (GPS) RWY 28
WILLIAMSON-SODUS (SDC)

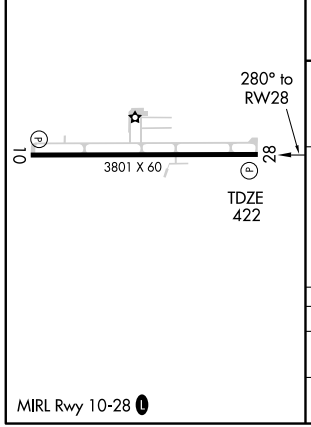
Procedure NA at night. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase all MDA 80 ft, LNAV Cat C visibility ¼ mile and circling Cat C visibility ½ mile.

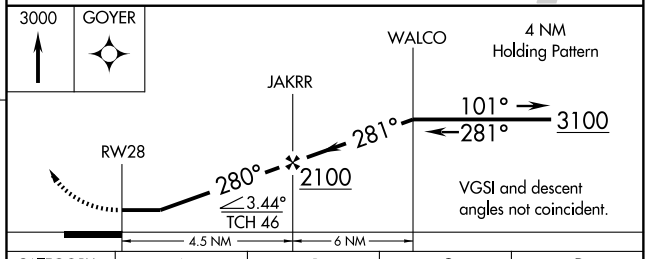
NA

MISSED APPROACH: Climb to 3000 direct GOYER and hold.

AWOS-3	ROCHESTER APP CON	UNICOM
124.2	119.55 269.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	980 - 1	558 (600-1)	980 - 1½ 558 (600-1½)	NA
CIRCLING	980 - 1	556 (600-1)	1020 - 1½ 596 (600-1½)	NA

NE-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME HUO	APP CRS	Rwy Idg	3359
116.1	039°	TDZE	550
Chan 108		Apt Elev	560

VOR/DME or GPS RWY 5

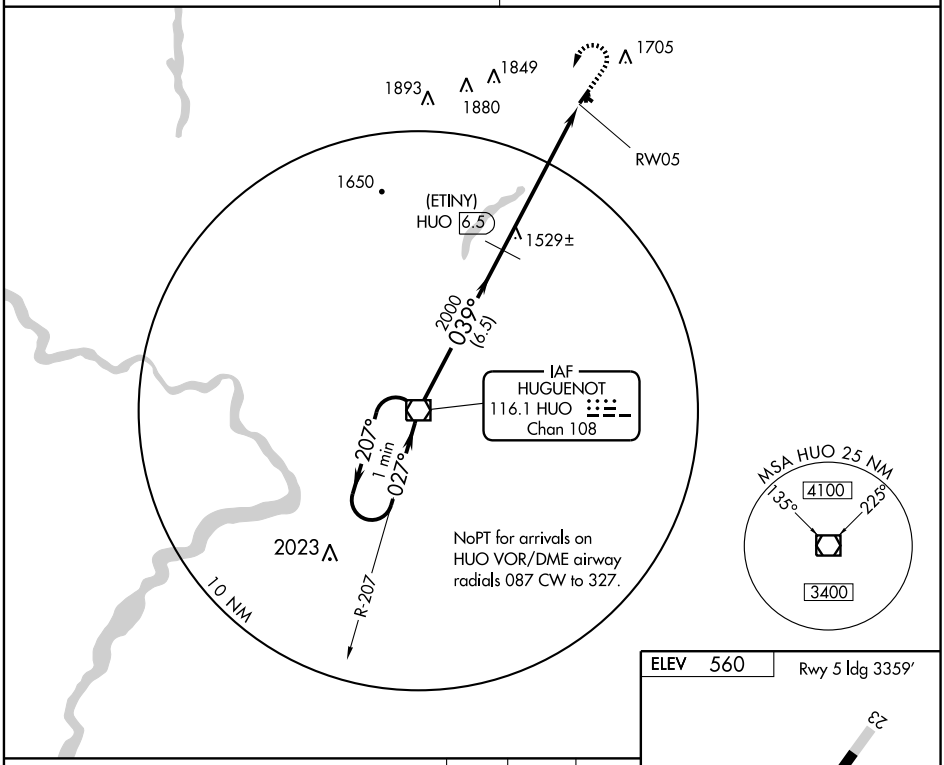
WURTSBORO-SULLIVAN COUNTY (N82)

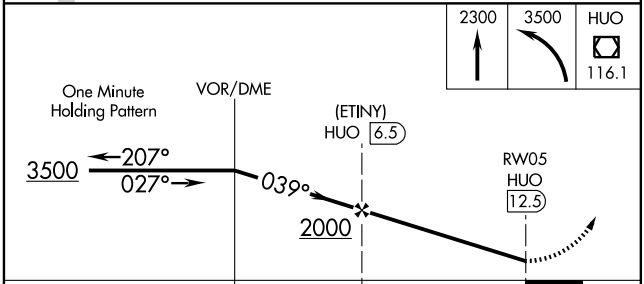
Obtain local altimeter setting on CTAF, when not received, procedure not authorized. Procedure not authorized at night.

NA

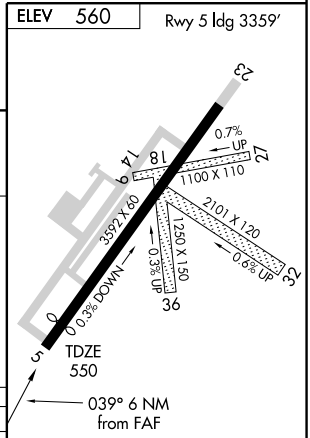
MISSED APPROACH: Climb to 2300 then climbing left turn to 3500 direct HUO VOR/DME and hold.

NEW YORK APP CON	UNICOM
132.75 363.1	122.8 (CTAF)





CATEGORY	A	B	C	D
S-5	1880-1¼ 1330 (1400-1¼)	1880-1½ 1330 (1400-1½)	1880-3 1330 (1400-3)	NA
CIRCLING	1880-1¼ 1320 (1400-1¼)	1880-1½ 1320 (1400-1½)	2020-3 1460 (1500-3)	NA



NE-2, 14 JAN 2010 to 11 FEB 2010